

THE COMMERCIAL MOTOR

FRIDAY NOVEMBER 7, 1958
ONE SHILLING

TRANSPORTING



Trader Trucks 30 cwt.-7 tons.

LIGHT DELIVERY



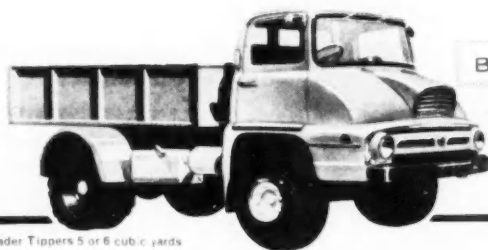
10 12 & 15 cwt. Vans & Chassis.



5.7 cwt. Vans.

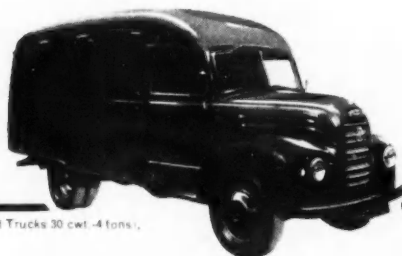
THE TOUGHEST TASK FORCE FOR MUNICIPAL NEEDS!

BUILDING



Trader Tippers 5 or 6 cubic yards

HEAVY DELIVERY



Semi-forward control 2 ton Van (and Trucks 30 cwt.-4 tons).

For local authorities and public works undertakings - there's nothing to beat a Thames. For performance and reliability ... for outstanding all-round economy, the present range of Thames commercial vehicles is the greatest ever. With that strength in reserve, Thames stay on the job longer without cost-inflating delays. It's Thames first time for drivers and operators wherever there's a tough job to be done; car-styled cabs, superb manoeuvrability, easy accessibility ... plus Ford Service. Whatever your transport need, there's a smooth-styled Thames to provide the economical answer. See them at your Ford Dealers and join the great swing to Thames.

THAMES

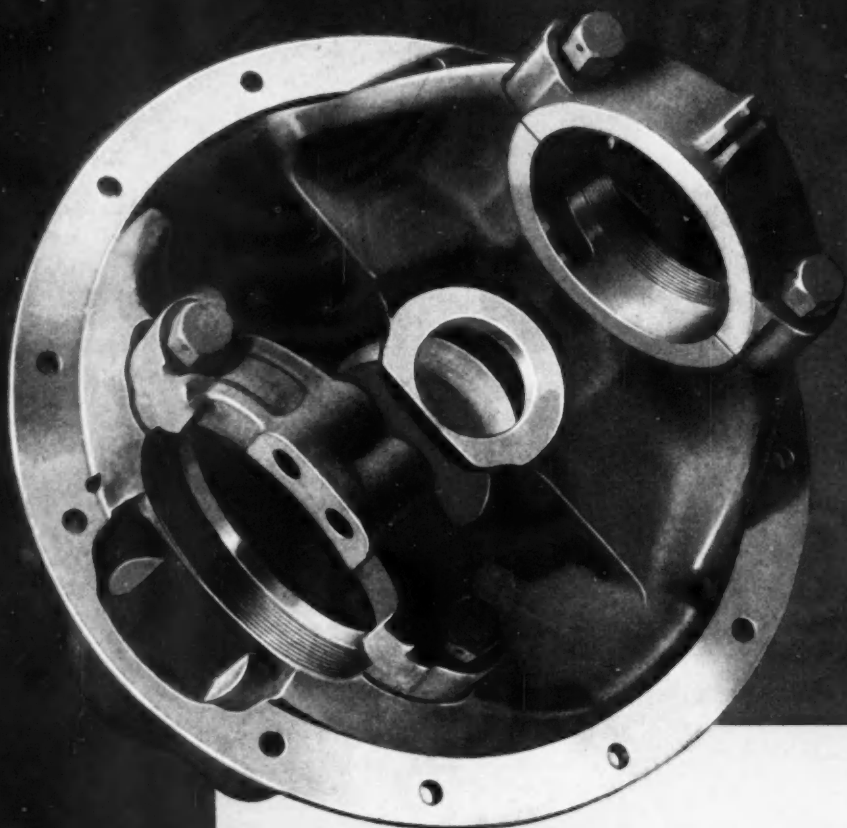
There's a THAMES for every trade

TRUCKS & VANS

AND WORLD-WIDE



SERVICE TOO!



RIGIDITY— *with complex shapes*

LEY'S 'Black Heart' free-machining malleable iron offers considerable latitude to the designer, for the metal can be cast into practically any desired form, and be placed exactly where needed to meet mechanical requirements, at the same time providing the greatest rigidity.

The housing shown here makes excellent use of Ley's 'Black Heart' malleable iron in providing this rigidity, so necessary in a rear axle application, combined with an inherent damping conducive to quiet running. In addition, the casting has great toughness and resistance to shock.

'Lepaz' pearlitic, another Ley's malleable, combines still greater mechanical strength with easy machining. It responds readily to subsequent heat-treatment (including induction heating) which will provide mechanical properties within a wide range of requirements.

A typical high duty specification met by heat-treated 'Lepaz' is as follows :

U.T.S. p.s.i.
80,000

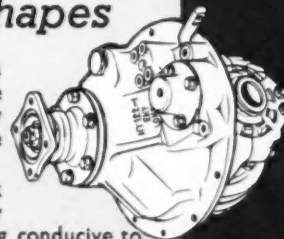
YIELD p.s.i.
60,000

B.H.N. Range
197 - 255

LEY'S

LEY'S MALLEABLE CASTINGS CO. LTD., DERBY · TELEPHONE : DERBY 45671

EUROPE'S LARGEST MALLEABLE PRODUCERS

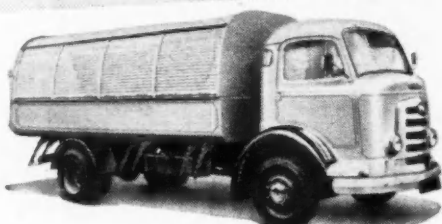


Over 40 years experience in design and production!

KARRIER

**Petrol and Diesel
MUNICIPAL VEHICLES**

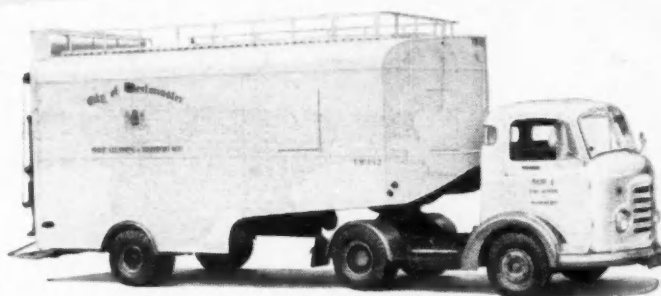
used by over 900 Public Authorities



'GAMECOCK' 16 cu. yd. Refuse Collector.



'BANTAM' 7 cu. yd. Refuse Collector.



'BANTAM' 18 cu. yd. Refuse Collector.



'LOADMASTER'
20-25 cu. yd. Compressing Collector.



'DUAL-TIP'
18 cu. yd. Refuse Collector.

The Largest suppliers of municipal vehicles in the country

STAND 209, PUBLIC WORKS EXHIBITION OLYMPIA, LONDON, NOV. 10-15.

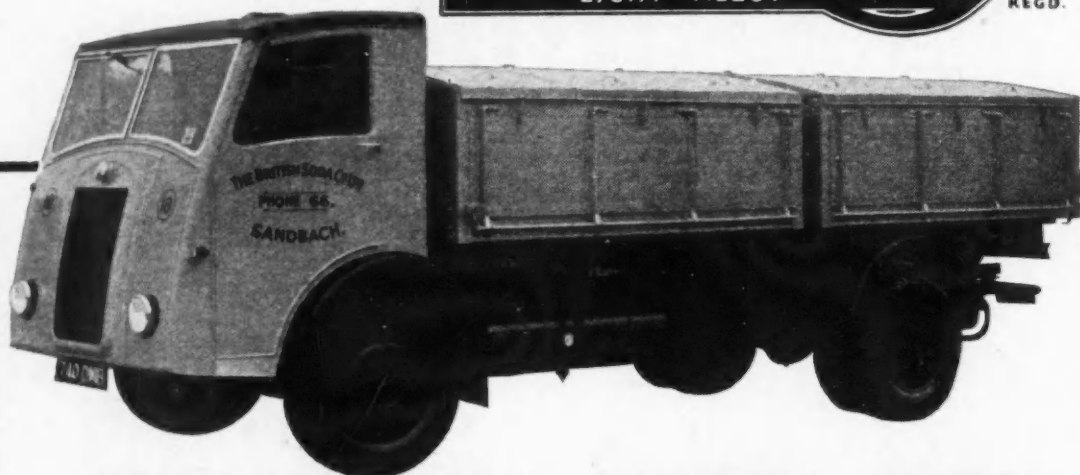
KARRIER MOTORS LTD · LUTON · BEDS.

EXPORT DIVISION · ROOTES LTD · DEVONSHIRE HOUSE · PICCADILLY · LONDON W1

Backed both ways . . .

a new

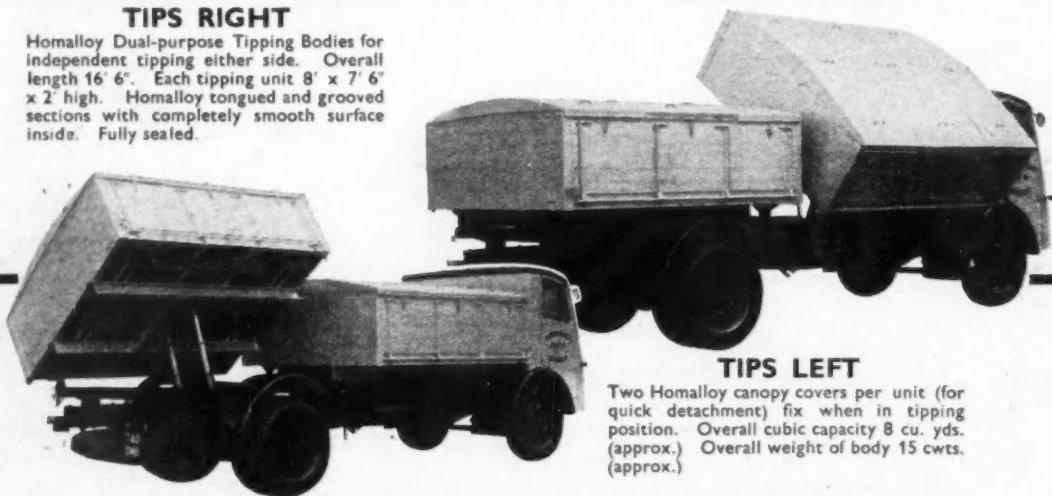
Homalloy
LIGHT ALLOY REGD.



DUAL-PURPOSE TIPPING BODY

TIPS RIGHT

Homalloy Dual-purpose Tipping Bodies for independent tipping either side. Overall length 16' 6". Each tipping unit 8' x 7' 6" x 2' high. Homalloy tongued and grooved sections with completely smooth surface inside. Fully sealed.



TIPS LEFT

Two Homalloy canopy covers per unit (for quick detachment) fix when in tipping position. Overall cubic capacity 8 cu. yds. (approx.) Overall weight of body 15 cwts. (approx.)

For Home and Export it pays to specify . . .

Homalloy
LIGHT ALLOY REGD.

Homalloy Light Alloy Sheets and Sections are specially manufactured by I.C.I. Metals Division

HOME

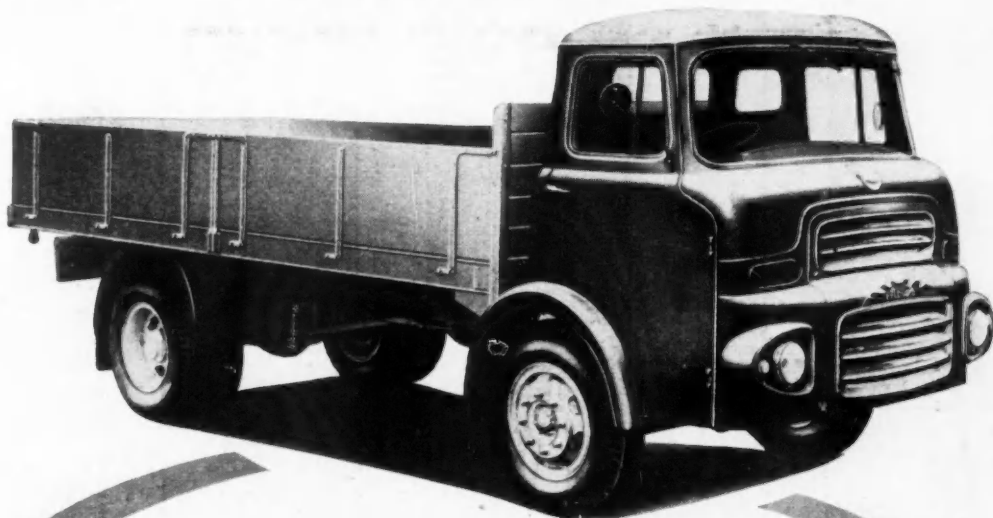
HOLMES (PRESTON) LTD.
HOMALLOY WORKS, BLACKPOOL RD., PRESTON, LANCs.
Phone: Preston 89233 (5 lines) Grams: Homalloy, Preston

RHODESIA

ZAMBESI COACHWORKS LTD.
Private Bag 25, Kopje, Salisbury
Telephone: 24353

SOUTH AFRICA

BUS BODIES (S.A.) LTD.
P.O. BOX 4008, Port Elizabeth
Telephone: 87436



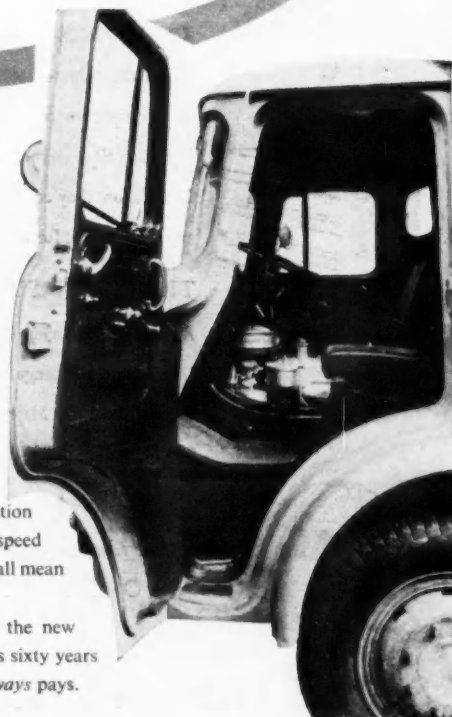
The **NEW Albion CHIEFTAIN**
is way ahead in design
...and down in price



Full marks to the new 7-ton CHIEFTAIN for being the top quality truck at a popular price.

With superbly styled cab giving easy access, all-round visibility, adjustable seating and many other modern features it is unequalled for driver comfort and safety. The 100 h.p. diesel engine de-rated to 90 h.p. for extra economy, spiral bevel rear axle with hub reduction gears, heavy duty constant mesh 5-speed gearbox (6th speed overdrive available) all mean greater mileage at lower cost.

Available in four alternative wheelbases, the new CHIEFTAIN proves once again that Albion's sixty years of specialisation in commercial vehicles *always* pays.

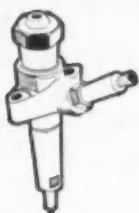


ALBION MOTORS LTD, SCOTSTOUN, GLASGOW, W.4.

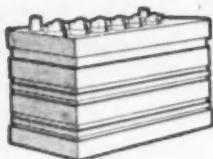
Sales Division: HANOVER HOUSE, HANOVER SQUARE, LONDON. W.1. Telephone: MAYfair 8561

SIMMS

THE NAME BEHIND THE SERVICE



17 BRANCHES can offer the most comprehensive and up to the minute service to the Trade for the supply of all requirements for Automobile-Electrical and Fuel Injection Equipment.

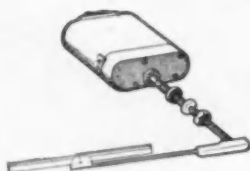


In addition they are fully equipped for repairs and the supply of spares for all makes and types.

THEY CAN SUPPLY:—



Armatures, Batteries, Bulbs, Car Radio, Cable, Dynamos, Defrosters, Exchange Units, Filters, Horns, Injectors, Lamps, Mirrors, Magnetos, Pumps, Plugs, Reflectors, Switches, Wipers, Wiring looms.



For Almost Anything — Particularly Service —
GO TO ANY BRANCH OF

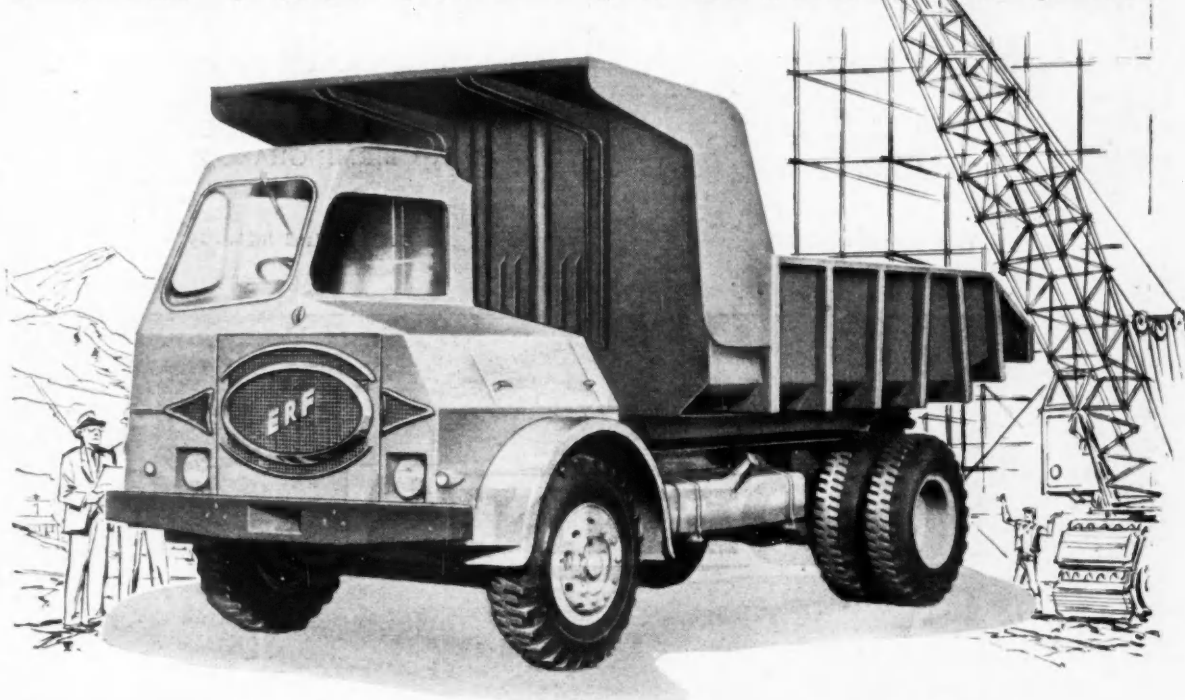
Simms

SIMMS MOTOR UNITS LIMITED, FINCHLEY, LONDON

BRANCHES: BELFAST • BIRMINGHAM • BRISTOL • CARDIFF • EDINBURGH • GLASGOW • IPSWICH • LEEDS • LIVERPOOL • LONDON (South) • LONDON (Kilburn) • MANCHESTER • NEWCASTLE-UPON-TYNE • NOTTINGHAM • PLYMOUTH • SHEFFIELD • SOUTHAMPTON



BUILT FOR THE TOUGHEST JOBS



Hard work comes easy to the ERF Dumper!

Over the roughest going of building sites, open cast workings or constructional jobs in the most arduous conditions this ERF Dumper will carry its load quickly and surely. There is no other vehicle of similar capacity quite its equal for speeding up the job.

The ERF Model 54G Dumper illustrated is fitted with Gardner 5LW oil engine. 5-speed gearbox and double reduction rear axle. Disc brakes on front wheels operated hydraulically with air-pressure assistance. Drum brakes on back wheels with straight air pressure actuation. Capacity of dump body—7 cu. yds.



We invite you to write for full details of this time and labour-saving ERF model, as well as the wide range of other ERF vehicles.

ERF LIMITED • SUN WORKS • SANDBACH • CHESHIRE

Telephone: Sandbach 223 (5 lines)

Directors: D. FODEN

E. P. FODEN

E. SHERRATT

Telegrams: ERF Sandbach

BIGGLESWADE**R. A. JORDAN LTD.**IVEL WORKS
BIGGLESWADE
BEDFORDSHIRE

Tel.: Biggleswade 2265

BIRMINGHAM**THE BIRMINGHAM GARAGES LTD.**NAVIGATION STREET
BIRMINGHAM, 5

Tel.: Midland 1023-4-5-6



SEE YOUR
DENNIS
 DISTRIBUTOR

**BRISTOL****WINDMILL & LEWIS LTD.**11-15 MERCHANTS ROAD
CLIFTON
BRISTOL, 8

Tel.: Bristol 33021

CREWE**DONALD TAYLOR LTD.**

Commercial Vehicle Depot

HASLINGTON
CREWE, CHESHIRE

Tel.: Crewe 2277 (4 lines)

E. LONDON—E. ESSEX**DENVER MOTORS LTD.**

HARROW ROAD, LEYTONSTONE, E.11

Tel.: Maryland 3381-2

HERTSBARWICK FORD, HIGH CROSS
Nr. WARE, HERTS

Tel.: Much Hadham 298

GLASGOW**CENTRAL MOTOR COMPANY**MAIN STREET, CALDERBANK, AIRDRIE
22 ELMBANK STREET, GLASGOW

Tels.: Airdrie 2701-2 Central 2578

LEEDS**FRANK H. DUTSON LTD.**37-41 CAMP ROAD
LEEDS, 7

Tel.: Leeds 31151-2

LIVERPOOL, 7**PERRIS & KEARON LTD.**170, 180, 182 VINE STREET
LIVERPOOL, 7

Tel.: Royal 4262-3-4

*Wherever you are...
wherever you want to go...
whatever you want done
your nearest*

DENNIS distributor
*will give you the quickest
most efficient service*

PHONE, CALL OR WRITE

a handy pocket size list
of all **DENNIS** distributors
may be obtained **FREE**
from any distributor

FOR SALES**DENNIS****AND SERVICE****LONDON, N.7****COACHES & COMPONENTS LTD.**469-475 HOLLOWAY ROAD
LONDON, N.7

Tel.: Archway 2647

LONDON, N.17**HIGH CROSS SERVICE GARAGE LTD.**116-118 HIGH CROSS ROAD
LONDON, N.17

Tel.: Tottenham 4317

LONDON, S.E.8**LAWLER MOTORS LTD.**

FFINCH STREET
DEPTFORD HIGH STREET, S.E.8

Tel.: Tideway 4441-2-3

LONDON, S.W.1**WORTHMORES LTD.**

34 VICTORIA STREET
LONDON, S.W.1

Tel.: Abbey 6092



SEE YOUR

DENNIS

DISTRIBUTOR

**LONDON, S.W.19****COMMERCIAL MOTOR GARAGE
& REPAIR CO. LTD.**

255-65 KINGSTON ROAD
MERTON, LONDON, S.W.19

Tel.: Liberty 7611-3

MANCHESTER**OLD TRAFFORD MOTOR
ENGINEERING CO. LTD.**

TALBOT ROAD, MANCHESTER, 16
ASHBURTON ROAD, MANCHESTER, 17

Tels.: Trafford Park 0549 Trafford Park 0611

NEWCASTLE**HODGSON'S GARAGE**

BENTON ROAD
NEWCASTLE-ON-TYNE, 7

Tel.: Newcastle-on-Tyne 665411

PLYMOUTH**JOHN H. CURNOW & SON**

COXSIDE
PLYMOUTH

Tel.: Plymouth 65464

*Wherever you are...
wherever you want to go...
whatever you want done
your nearest
DENNIS distributor
will give you the quickest
most efficient service*

PHONE, CALL OR WRITE

a handy pocket size list
of all **DENNIS** distributors
may be obtained **FREE**
from any distributor

READING

CAVERSHAM MOTORS (1920) LTD.

CAVERSHAM
READING, BERKS

Tel.: Reading 71545

FOR SALES

DENNIS

AND SERVICE

SHEFFIELD

GROOCH & COOPER LTD.

123 ROCKINGHAM STREET
SHEFFIELD, 1

Tel.: Sheffield 26488-9

ST. IVES

COOTE & WARREN LTD.

COMMERCIAL VEHICLE DEPOT
ST. IVES, HUNTINGDON

Tel.: St. Ives 2105

Rustproof-Durable-Economical *



* that's why
British Railways
use

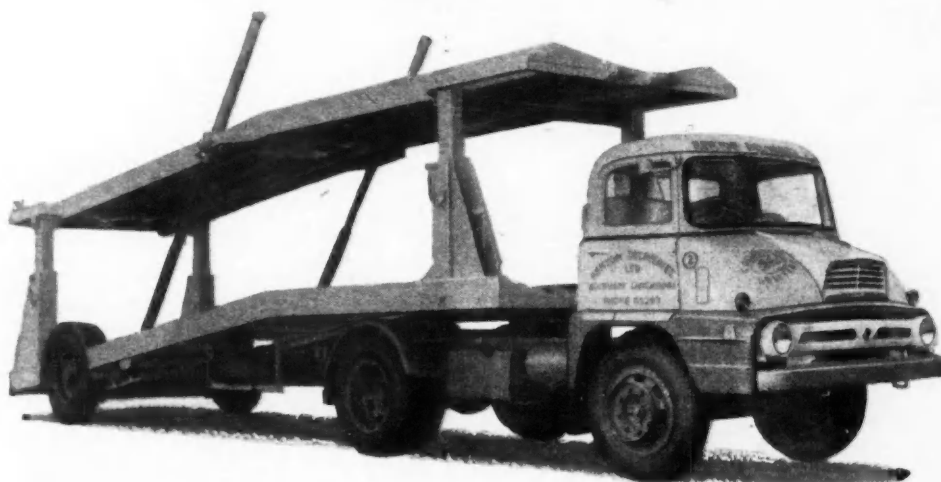
Dunlop Rubber Wings often outlast the life of a vehicle, look the same as normal wings, eliminate maintenance troubles, save time and money.

Full details from any Dunlop Depot.

DUNLOP

Rubber Mudwings for their road vehicles

Carrimore



A GOOD “**TRADER**” REQUIRES
A
CARRIMORE



CARRIMORE SIX-WHEELERS LTD.
CARRIMORE WORKS, LONDON, N.12

HILLside 3631



THE NATION'S REMEMBRANCE

POPPY DAY

Saturday November 8

British Legion • Haig's Fund • Pall Mall • London • S.W.1

(Registered under the War Charities Act, 1940)

This space has been generously donated by:

C.A.V. LIMITED, ACTON, LONDON, W.3

THORNYCROFT

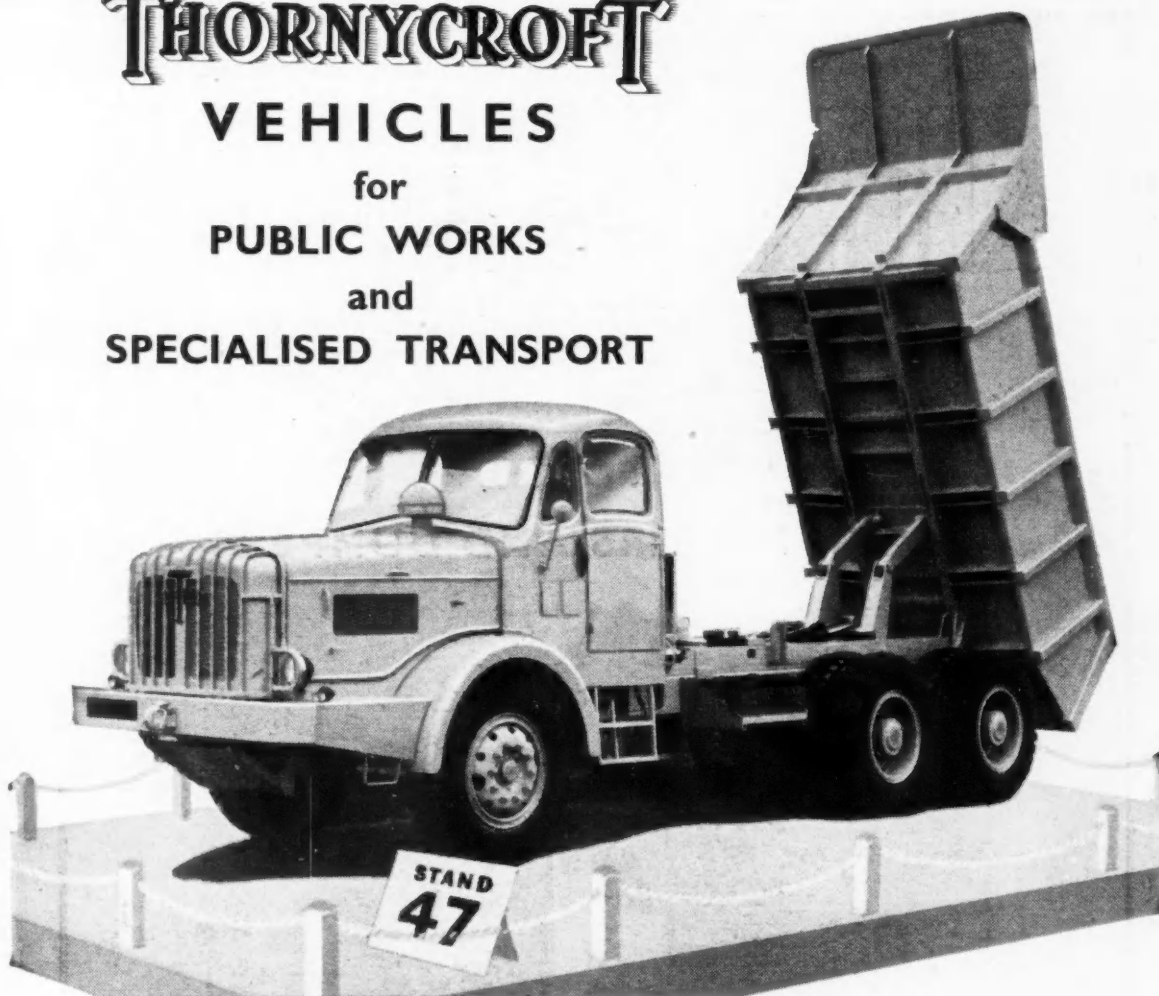
VEHICLES

for

PUBLIC WORKS

and

SPECIALISED TRANSPORT



SEE OUR EXHIBIT

at the **PUBLIC WORKS and MUNICIPAL SERVICES EXHIBITION**
at Olympia, 10th — 15th November, 1958

Illustrated above a typical 15 cubic yard Dump Truck with Telehoist tipping gear and all-steel body—one of several specialised vehicles included in the "BIG BEN" range and designed to meet the requirements of Civil Engineering Contractors, Public Utility Companies, the Oil Industry and the National Coal Board.

TRANSPORT EQUIPMENT (THORNYCROFT) LIMITED
THORNYCROFT HOUSE, SMITH SQUARE, LONDON, S.W.1 Abbey 8000

KIRKSTALL AXLES

FOR
EARTH MOVERS AND DUMPERS



FODEN FR6/45 DUMP TRUCK AS FITTED
WITH KIRKSTALL AXLES
GROSS LADEN WEIGHT 52 TONS

**KIRKSTALL FORGE ENGINEERING
LIMITED**

LEEDS, 5

Telephone: Horsforth 2821



The NEW **Albion** CLAYMORE

4-5 TON DELIVERY VEHICLE

New design, new low cost, a new standard in comfort, safety and economy — that's the new Albion Claymore. The underfloor 70 h.p. 4-cylinder horizontal diesel engine is de-rated to give extremely low fuel consumption per ton mile; the new spiral bevel rear axle is only one of many features that make the transmission the most reliable on the market; and the cab design is the last word in safety and roominess. Payload? Up to 5 tons. And the maximum body space for the minimum overall length, plus remarkably easy access, means more deliveries in a given time.

ALBION MOTORS LTD · SCOTSTOWN · GLASGOW W.4
London Office: Hanover House, Hanover Sq., W.1. Phone: MAYfair 8561

Authorised Dealers

Manufacturers of alloy, composite and plastic bodies

Suppliers of commercial vehicle chassis

Mechanical, electrical and coachwork repairs of all types

Heavy and medium engine exchange specialists

Vehicle contract maintenance

Contract painting

Fitting agents for Tocalomit mileage-controlled chassis lubrication

Normand

NORMAND LIMITED, PARK ROYAL, LONDON N.W.10. Telephone: Elgar 7757 (8 lines)

A15



Electrical equipment en route from Manchester to Rotterdam.

*B.R.S. Continental Ferry Service
provides a direct road link
for your loads to and from
the Continent*



British Road Services

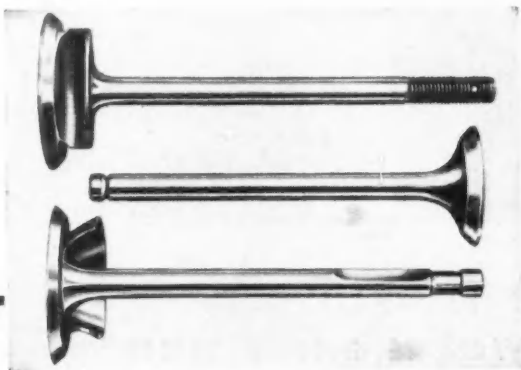
**ANY B.R.S. OFFICE OR DEPOT WILL GLADLY
DEAL WITH YOUR ENQUIRIES**

VALVES BY FRANCO

FARNBOROUGH ENGINEERING CO LTD · FARNBOROUGH · KENT · ENGLAND

*Fitted as standard by the
following British, American
and Continental engine builders*

ADMIRALTY
A.E.C.
ALLEN
ALLIS-CHALMERS
ALLEY & MACLELLAN
BERGIUS
DAVID BROWN
CATERPILLAR TRACTOR
CHRYSLER-DODGE
CUMMINS
DAVEY-PAXMAN
GARDNER
GLENIFFER
LEYLAND
MIRRELEES
MCLAREN
PERKINS
RUSTON & HORNSBY
SCANIA VABIS
VICKERS-ARMSTRONGS
VOLVO



Components of Distinction

Write for the new comprehensive catalogue

Main distributors
EDMUNDS WALKER & CO. LTD.



... a **must**
for every public works project !

TELEHOIST

Versatility



**TIPPERS FOR AGGREGATES, BUILDING, ROADS
AND RUNWAYS, MINING AND QUARRYING**

- 70° Dumpers up to 35 tons
- Ready-mixed concrete Transporters
- Three-way Tippers
- High-level concrete Side-Tippers
- End-Tippers for Road Laying



STAND N° 310

**PUBLIC WORKS EXHIBITION
OLYMPIA, NOVEMBER 10th—15th**

TELEHOIST LIMITED • CHELTENHAM • ENGLAND

Stamina-built -from stem to stern!

CHOICE OF ENGINE UNIT

Gardner 6LW, 6LX or Cummins HF6, which are renowned for longevity and reliability with economy

CAB

Imposing, coachbuilt, fibreglass, wide vision cab gives first-class driver comfort with fully adjustable foam rubber seat and perfectly placed controls

EXTRA DRIVING AIDS

Heaters, De-misters, Flashing Indicators, etc., are now standard equipment

POWER STEERING

Ensures effortless handling and manoeuvrability

SUSPENSION & TRANSMISSION

Balance beam or fully articulated two spring suspension with 7½-in. or 8½-in. worm drive axles. Springs 47-in. eye centres, 3-in. wide. Third differential with or without air operated locking device.

BRAKES

Cam brakes—air operated by split circuit system. Front brake 16½-in. × 4-in. Rear brake 16½-in. × 6-in.

★AND WHAT'S MORE
OUR PRICE IS RIGHT!

Send us your enquiry
and see for yourself,
we will be pleased
to quote against your
particular require-
ments.



SEDDON DIESEL VEHICLES LTD., WOODSTOCK FACTORY OLDHAM.

Telephone: Manchester Main 6041 (8 lines)

London Service and Spares Dept: Arcadia Avenue, Finchley Central, N.3.
London Showrooms: Odeon Parade, North Finchley, N.12.

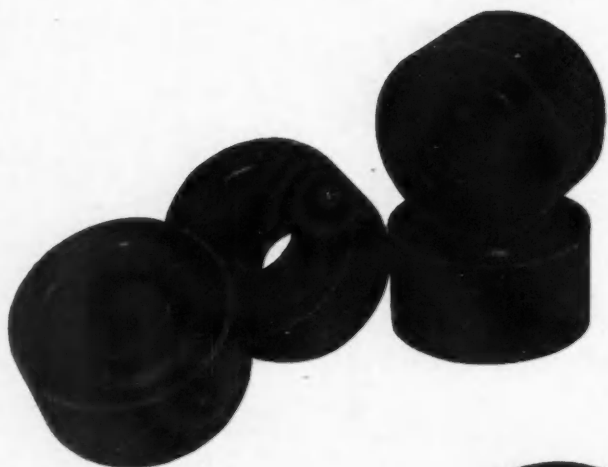
Telephone: Finchley 5908-9
Telephone: Hillside 1044-9

A19

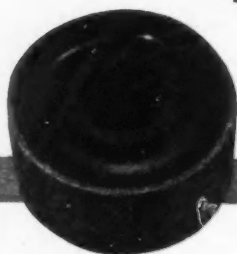
6 and 8 WHEELED

★ FREIGHTERS
★ TIPPERS
★ TRACTORS

**SEDDON
diesels**



**44oz. of
toughened
rubber...**



= 3,000,000 ton/miles

The bonded rubber cushions in a LAYRUB coupling fulfil 4 essential demands:

- Suppress resonance
- Provide torsional flexibility
- Damp out engine vibrations
- Minimise maintenance: no protection or lubricant required

LAYRUB Couplings have proved their efficacy and longevity in power transmission throughout the world. Specify LAYRUB with complete confidence—the tried and tested couplings that fit into every modern design.

Layrub

FLEXIBLE COUPLINGS

PRODUCT OF THE



BIRFIELD GROUP

LAYCOCK ENGINEERING LTD

VICTORIA WORKS • MILLHOUSES • SHEFFIELD 8

Phone: Sheffield 74411

A23

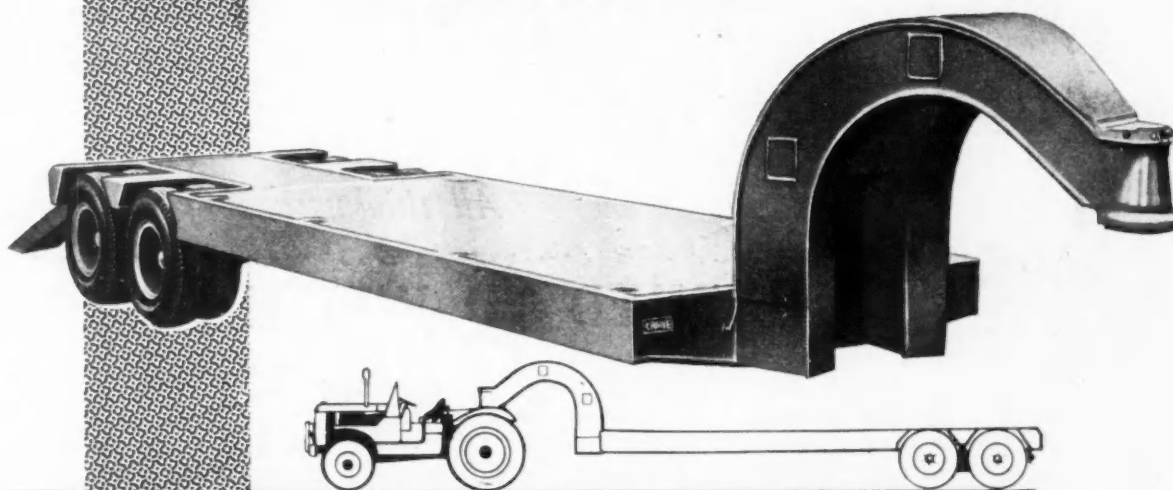


This company participates in the technical, research, and productive resources shared by the whole Birfield Group, which includes Hardy Spicer Ltd • Forgings & Presswork Ltd • The Phosphor Bronze Co. Ltd • Salisbury Transmission Ltd. and other famous companies.

ANOTHER
ATTACHMENT FOR
YOUR D.W. 15 TRACTOR

CRANE

32-TON GOOSE NECK
SEMI-TRAILER



The 32-ton Goose Neck Semi-trailer (illustrated) is designed primarily for use with the wheeled D.W. 15 Caterpillar Tractor, the welded arched neck giving the necessary clearance to the tractor's large pneumatic tyres when turning. By using the Crane Goose Neck Semi-trailer, tracked vehicles, heavy machinery, earth moving plant, etc., can be transported without the need of a special towing vehicle, thus saving spares and reducing operational costs.

We also manufacture pipe-carrying trailers, tankers and standard trailer and semi-trailers for loads of 2-200 tons.

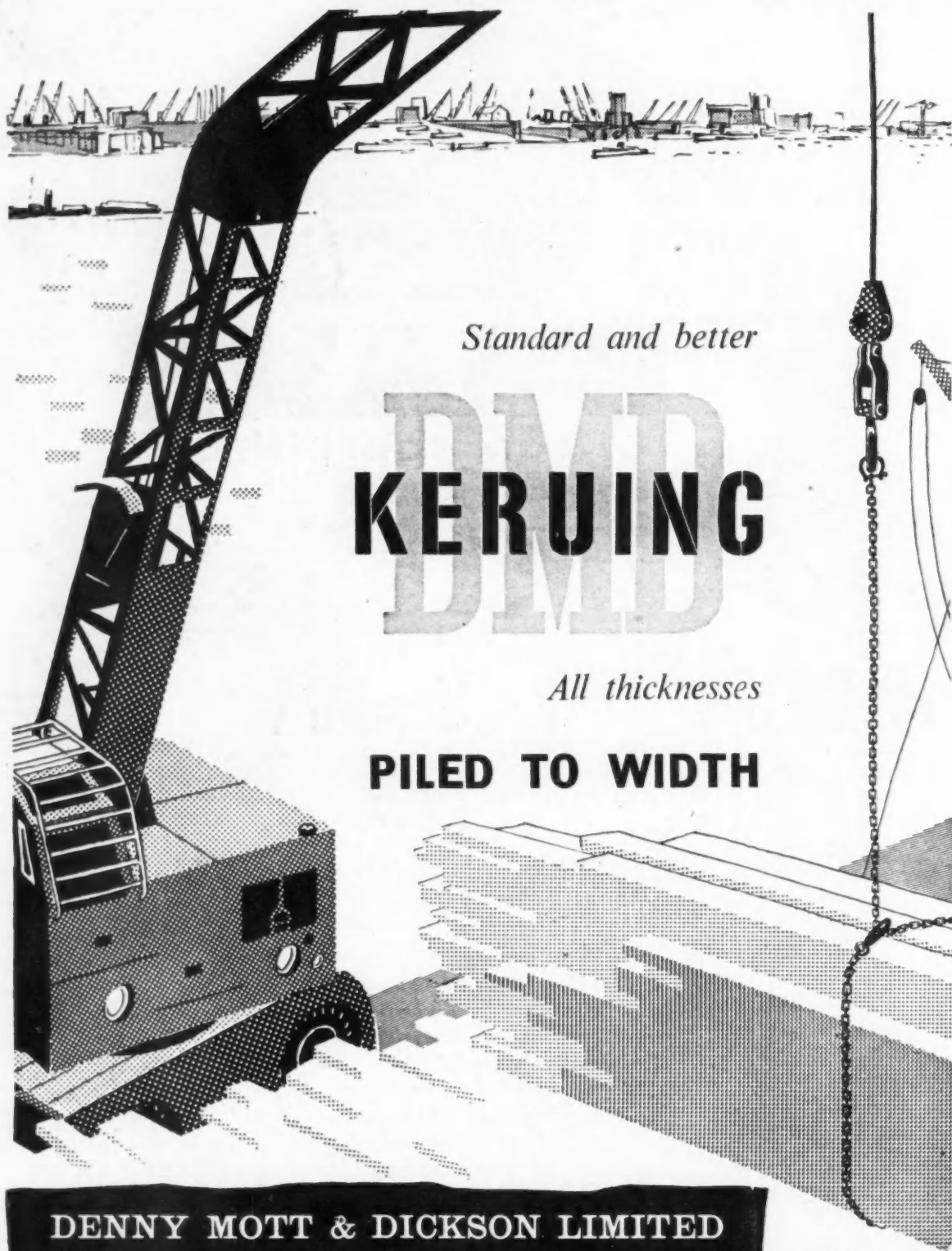
CRANES (Dereham) LIMITED

DEREHAM, NORFOLK, ENGLAND Telephone: Dereham 278/9



TRAILERS

LONDON OFFICE: 14 STANHOPE GATE, W.1 Tel.: GRO 3210



Standard and better

KERUING

All thicknesses

PILED TO WIDTH

DENNY MOTT & DICKSON LIMITED
Importers & Stockists of Hardwoods, Softwoods, Plywood & Wallboards

Adelaide House, King William Street, London, E.C.4. Tel: MANsion House 0550

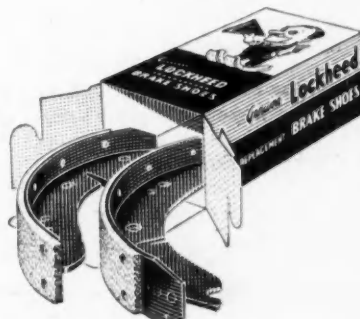
ALL
Lockheed
REGD. TRADE MARK

BRAKE SHOE
REPLACEMENTS PASS
THE 100% ACCURACY
FACTORY TEST

Only factory-tested Brake Shoe
replacements should be used

Your fleet's safety and operating efficiency depend on the quality of the brake shoe replacement service you use. Only Lockheed can guarantee you delivery of replacement brake shoes 100% accuracy-tested to the same tolerances, on the same advanced plant, as the original brake shoes as fitted by the motor manufacturers when the vehicle was new. Avoid let-downs and be sure that your brake shoe replacement is a bulwark of strength to your fleet maintenance. Use only the *Lockheed* Brake Shoe Replacement Service.

AUTOMOTIVE PRODUCTS COMPANY LIMITED
LEAMINGTON SPA





for CONSTANT MOBILE TRUCK REFRIGERATION

We manufacture refrigeration plants for trucks and trains; planes and ships—our thirty years of progressive experience in mobile refrigeration have enabled us to produce the new ELECTRO HYDRAULIC UNIT which is the complete answer to mobile truck refrigeration problems.

The ESSEX ELECTRO HYDRAULIC UNIT is lighter, more compact, more economical and more reliable than any other available in the world today. Available with P.T.O. for all English, European and American commercial vehicles in the Unit gives controlled refrigeration when the vehicle is travelling at a high speed, crawling through traffic, stationary at traffic lights or parked in garages or depots overnight.

When the vehicle is mobile a hydraulic motor powers the refrigeration unit giving constant refrigeration at all road speeds. When the vehicle is parked overnight the unit is simply connected to a mains electrical supply and the built-in electric motor takes over. At all times temperatures are thermostatically controlled at any required temperature within the range of 40°F (4.4°C) and -10°F (-23.3°C).

The ESSEX ELECTRO HYDRAULIC UNIT will give trouble-free refrigeration twenty-four hours a day, fifty-two weeks per year, at an unbelievably low cost, which will defy all competition.

Write for full details to

ESSEX REFRIGERATION CO LTD

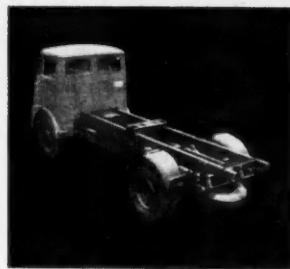
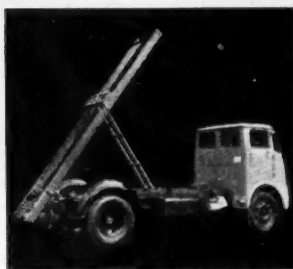
AIRPORT WORKS, SUTTON RD., ROCHFORD, ESSEX. Tel.: Rochford 56991-5

And now!

SPENBOROUGH

UPT 1700

*High Tip 3-stage
Telescopic Gear*



7-ton B.M.C. 12' 6" wheelbase chassis/cab equipped with Spenborough UPT 1700 Twin Displacement Ram 3-stage Telescopic Underbody Tipping Gear.

- A 3-stage Telescopic Underbody Twin Displacement Gear • capacity 10/12 tons • oil immersed
 • smoother-than-ever action • high or low pressure • 60° lift • easier maintenance •
 absolute reliability • robust and durable *Ask for details of this latest gear.*



SPENBOROUGH ENGINEERING COMPANY LTD
HECKMONDWIKE • YORKSHIRE Phone: Heckmondwike 924/5 Grams: Union
 London & S.E. Counties: B.B. SALES LTD • 88 Clapham Road • London S.W.9 • Phone & Grams: RELiance 2512



Bulk—or sacks?

Spillers are using Bulkmobile. Like many big names in the flour business they find Bulkmobile is profitable in handling Bulk Flour Transport. Bulkmobile, with Duramin-built light-alloy bodywork, gives them strength-yet-lightness—an important advantage in heavy hauling—an advantage that results in increased payloads and reduced overheads. This Spillers 1,000 cu. ft. capacity Bulkmobile body of 14-15 ton payload is built on a Leyland Octopus chassis and discharges at the rate of 15-20 tons per hour on a pipe-length of 50-100 feet.

Bulkmobile is Dual-Purpose. Bulk *or* sacked goods can be carried with equal ease, there being no permanent bulk-delivery fixtures to impede the loading of sacks. Besides flour and wheatmeal, Bulkmobile can carry Animal Foods—including meal, pellets and cubes—ground Nut Meal, Powdered Milk and other pulverants. This bulk-or-sacks feature makes every trip a *paying* trip. Every trip makes loading possible at *both* ends, giving profit *both* ways.

Use Bulkmobile for your business. The Duramin-built light-alloy bodywork gives extra strength, and extra lightness—years of trouble-free service.

handle both with



All enquiries to the Patentees and Selling Agents:

F. G. SMITH (MOTORS) LIMITED
High Road, Goodmayes, Ilford. Telephone: Seven Kings 6000 (20 lines)
Bodywork by: **DURAMIN ENGINEERING CO. LIMITED**
Stonefield Way, Ruislip, Middlesex
Telephone: Ruislip 3322 (5 lines). Telegrams: Duramin, Ruislip

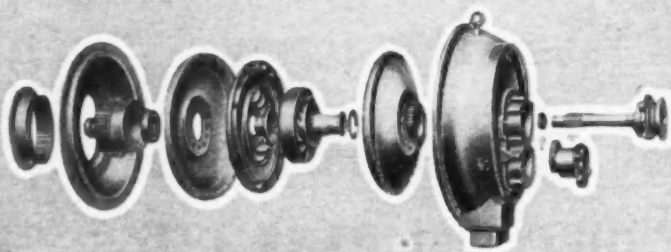
'NORTH CENTRAL'

MOVING EQUIPMENT **NORTH CENTRAL WAGON & FINANCE CO. LTD.** .E5 • HEAVY HAULAGE

London Office :
CYPRUS CHAMBERS,
REGENTS PARK RD.,
N.3
Tel : FInchley 2633

A range of Hydraulic TORQUE CONVERTERS

3-1 TORQUE MULTIPLICATION



FROM

80_{H.P.} - 600_{H.P.}

Based on the Schneider System used and proved in service the world over.

SIZES

13"

15"

16"

17"

18"

19"

Suitable for Rail Traction, Automotive, Earth Moving and Industrial applications, etc.

The Torque Converter is ideally suitable for operation in conjunction with the Wilson Gearbox.

Manufactured by the Transmission Specialists.



SELF-CHANGING GEARS LIMITED

PATENTEES AND MAKERS OF WILSON GEARBOXES

LYTHALLS LANE

COVENTRY

ENGLAND

WRITE FOR LITERATURE ON OUR TORQUE CONVERTER

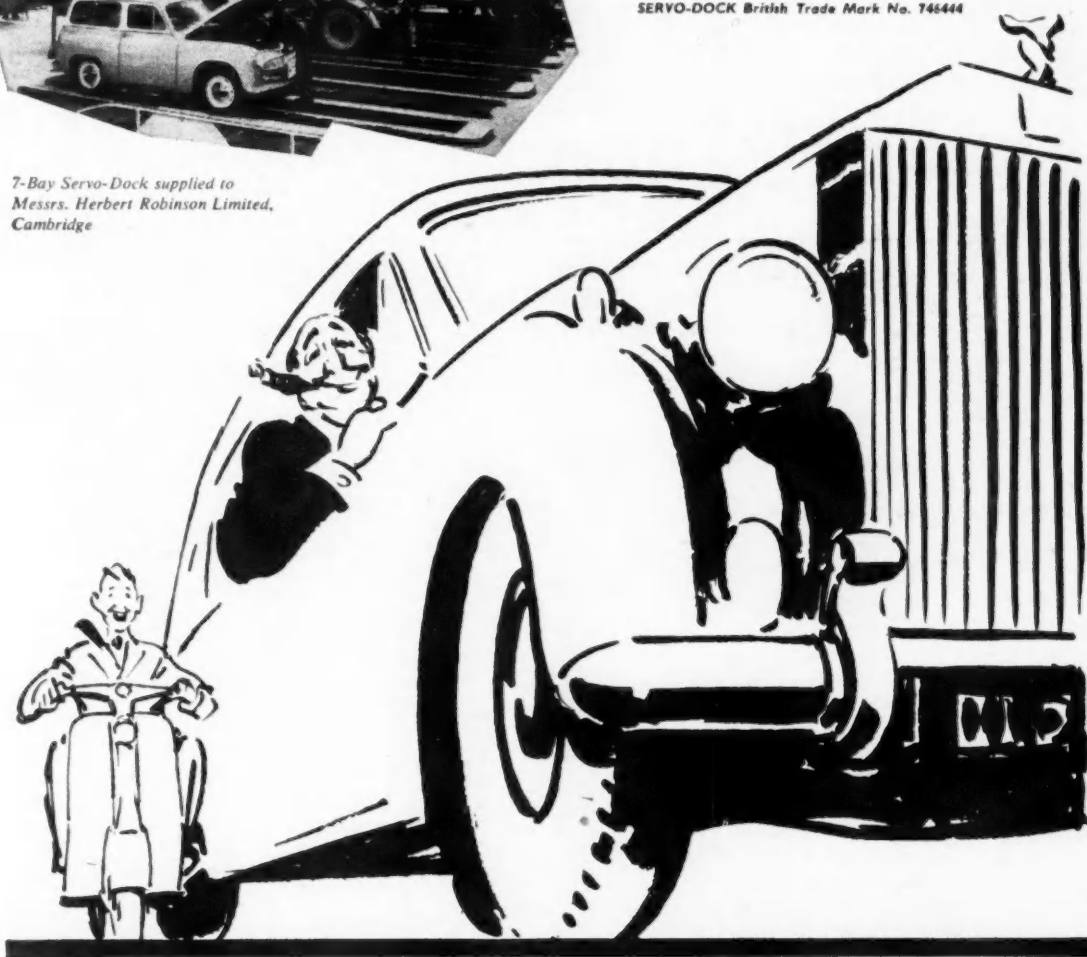
for the smallest or the largest



7-Bay Servo-Dock supplied to
Messrs. Herbert Robinson Limited,
Cambridge

A Grill Floor can be supplied for every servicing requirement, whether it is a scooter servicing bay or a large Motor Servo-Dock. Grill Flooring provides clean, safe, non-slip surfaces, and deals with vehicles up to 32 tons. Installations are inexpensive, straightforward and free from maintenance.

SERVO-DOCK British Trade Mark No. 746444



GRILL

floors SERVO-DOCKS & CAR WASH-BAYS

GRILL FLOORS LTD WEST ROW NORTH KENSINGTON LONDON W10

TELEPHONE: LADBROKE 3066-7 (2 LINES) TELEGRAMS: ETYLADEC WESPHONE LONDON

The sign for coachwork appearing on all PAPWORTH built bodies is your proof of quality and satisfaction. Let us send you details of the bodies we are building on the Thames chassis such as this 1st quality 12 seat conversion of the Thames 15 cwt. van. Range includes models with cross seating.

Papworth Industries

CAMBRIDGE Tel.: CAXTON 271

Delaney
Gallay
cab
heaters
and
demisters

are everything you want *

* Check here

G.10 Cab Heater & Demister

Efficient heating

The G.10 provides ample heat in all weather conditions.

Efficient demisting

The G.10's twin demisters are 100% efficient.

Low initial cost

The G.10 costs from £111.0.0. complete. Subject to normal Fleet User discounts. That speaks for itself.

Low installation costs

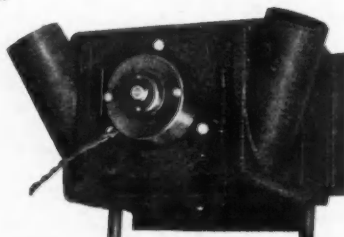
Nothing can be easier to install than the G.10. Tell us the make, year and voltage of your vehicles and we will supply kits to fit.

More information

Your usual supplier can help you. Alternatively, please write to us direct.

Delaney Gallay LTD

Vulcan Works, Edgware Road, London, N.W.2.
Tel: GLAdstone 2201





Because

- | | | |
|--|---|--|
| ★ With York you meet international standards of construction—with regular equipment at no cost premium. | ★ With York you save hundreds of pounds of excess weight . . . you carry more payload . . . | ★ With York you have safe Ferry parking with convenient, widely-spaced VERTICAL landing gear. |
| ★ With York you comply with European braking requirements . . . with bigger linings, two-line vacuum system, air pressure or a combination of air and two-line vacuum. | ★ With York you have standard interchangeable parts throughout a wide range—for easy servicing. | ★ With York Tandems you carry the biggest payloads of all and have the choice of the popular "no hop" light-weight sprung tandem or York's proven "Airpoise" air suspension. |

YORK

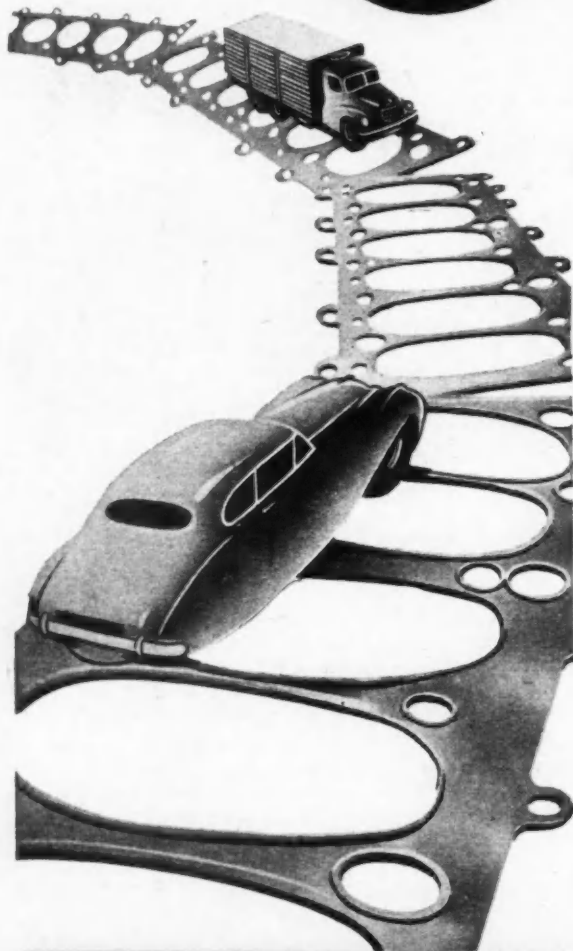
TRAILER COMPANY LTD. • BURNLEY • LANCS.

In association with York Transport Equipment Ltd., Toronto, and Truck Engineering Ltd., Woodstock, Ontario

MOVE MORE—MOVE FAST WITH AN EASY ROLLING YORK

the way to customer confidence and better business

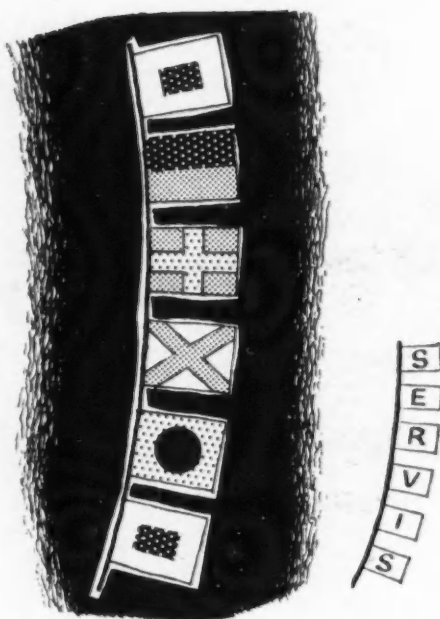
Fit and sell Hallite gaskets — they are unequalled for quality—each one marked with the stamp of approval, but only after the most rigorous inspection before packing. Hallite copper and asbestos gaskets for de-carbonising and overhaul are in handy packs for most popular makes of car and commercial vehicle.



HALL & HALL LTD

OLDFIELD WORKS HAMPTON MIDDLESEX ENGLAND
TEL: MOLESEY 2180 (8 LINES)

A32



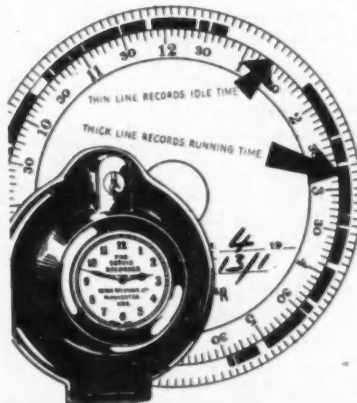
Fleet Control

Dependable 'intelligence' is as vital for the control of fleets on land as at sea. The

transport manager needs the exact information which Servis Recorders provide—when and for how long each vehicle in his fleet is at work every day.

These accurate, automatically kept time records are a sure basis for the most successful use of his vehicles.

Have you received your copy of our informative new booklet?—"Transport Management with the Servis Recorder" is available from



SERVIS RECORDERS LIMITED

(Dept. CM), 19 LONDON ROAD, GLOUCESTER Tel.: 24125

BODY-FILLING COSTS REDUCED BY TWO-THIRDS

*Holts newest and biggest
advance yet in
Body Filling Technique!*

- **PREMIXED** to ideal consistency for easy application. Eliminates air holes, etc.
- **SPREADS LIKE BUTTER**
- **SETS METAL-HARD TO ANY DEPTH**
- **CONTROLLABLE SETTING TIME 10 to 30 MINUTES**
- **AMAZING ADHESION** Providing the surface is correctly prepared, a Cataloy Paste repair is permanent. Will not crack, peel or lift.
- **NO TACKY SURFACE** Allows easier finishing.
- **PERFECT FEATHER EDGING**
- **CAN BE RUBBED DOWN WITH WET AND DRY ABRASIVE PAPER** After taking down with sanding disc or file the finished repair is easily smoothed to contour with wet and dry abrasive paper.
- **TAKES PAINT PERFECTLY** After smoothing down, the resulting smooth surface is ideal for final finishing. Two mist coats of primer are recommended before painting.
- **DOES A BETTER JOB THAN SOLDER AT A THIRD OF THE COST**



1lb pack CF1/900—12/- retail
4lb pack CF4/3600—48/- retail

even lower prices for 5 packs and above

Holts CATALOY PASTE METAL FILLER

Contains GLASS FIBRE for greater strength

DOUGLAS HOLT (EST 1919) LTD · VULCAN WAY · NEW ADDINGTON · SURREY

From
your
usual
wholesaler

★ DODGE/"PRIMROSE" LIGHT 6-WHEEL 10-TONNER ★

NOW FITTED WITH THE HYDRAULIC DISTRIBUTOR

Also :—

**GUY
TRADER
COMMER
AUSTIN
MORRIS
BEDFORD
"COMET"
"MERCURY"
ETC., ETC.**

★ AVAILABLE IN
PAK FORM

★ ENQUIRE
THROUGH
YOUR AGENTS

★ BROCHURES
AND
QUOTATIONS
BY RETURN



PRIMROSE 3RD AXLE CO.

ENGINEERING WORKS

CLITHEROE • LANCS

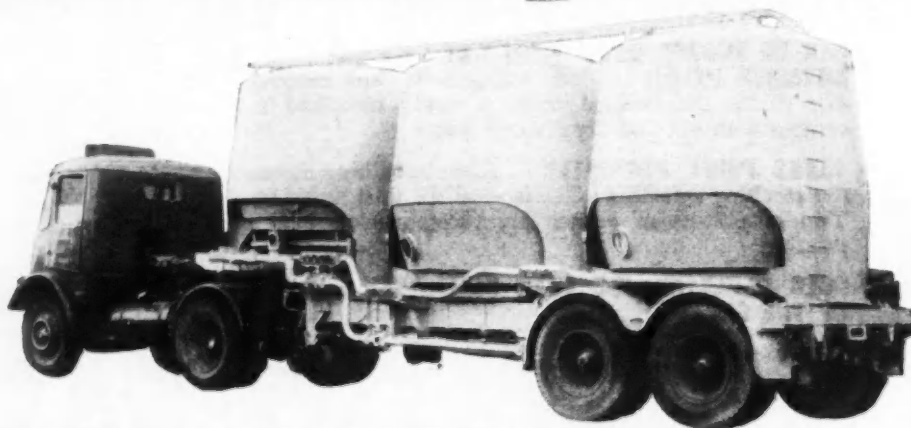
TEL.: CLITHEROE 787

DODGE 3144BY
MODEL, FITTED
WITH THE
NEW
"PRIMROSE"
3RD AXLE
ATTACHMENT
AND GIVING
AN ADVISED
BODY LENGTH
OF 14' 6"

WORLD PATS.
APP. FOR
OVERSEAS
ENQUIRIES
WELCOMED

★ GREATER
PLATFORM
AREA
★ IDEAL FOR
BULK
TRANSPORT
★ GUARANTEED

Bulk Transport...



Your enquiries and problems arising out of the transport of liquids and powders in bulk will be dealt with by specialists of over 30 years' experience at Yewco. We supply road transport tanks in mild steel, stainless steel, aluminium alloy, m.s. rubber lined, etc., for the carriage of any material. Deliveries are good, and your enquiries will receive prompt attention.

consult YEWCOW

YORKSHIRE ENGINEERING & WELDING CO. (BRADFORD) LTD.
DEPT. C.M., FRIAR'S WORKS, BRADFORD ROAD, IDLE, BRADFORD. Phone: Idle 470 (4 lines) 'Grams: Yewco, Bradford



British Aluminium for Oil Tankers

Due to its chemical resistance, non-toxicity and lack of influence on colour and taste, aluminium is suitable for the construction of tankers to carry a wide variety of liquids.

The A.P.V. Co. Ltd. constructed this 4,000 gallon aluminium oil tank for John Hudson & Co. Ltd., mounted on an A.E.C. Mammoth Major chassis. The unladen weight of the vehicle is 8 tons 19½ cwt., the tank and its fittings weighing 2 tons 5 cwt.

Heating coils, pump, hose carriers and Alfol insulation are also aluminium, and this extensive use of the metal has given greater carrying capacity with minimum running and maintenance costs.



The BRITISH ALUMINIUM Co Ltd

NORFOLK HOUSE ST JAMES'S SQUARE LONDON SW1
AP56
B3

M E T S E C LIGHTWEIGHT ALL-METAL FRAMINGS

From Belfast to Bombay, in fact, to all corners of the world, flow the Lightweight All-metal Framings manufactured by Metal Sections Ltd. Designed to individual requirements, they are supplied fully fabricated, and ready for speedy assembly and finishing.

Metal Sections Ltd
OLDBURY · BIRMINGHAM

Telephone: BR0adwell 1541

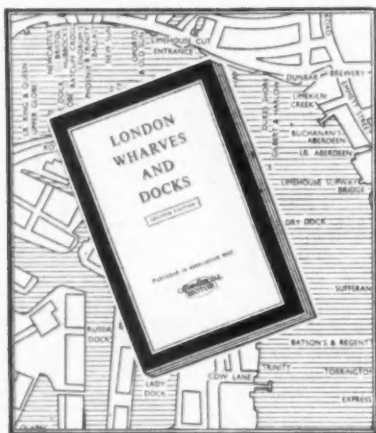
SM/MS 3067



L O N D O N W H A R V E S A N D D O C K S

published in association with *The Commercial Motor*

Provides a ready reference to wharves and docks between Teddington and Gravesend.



This inexpensive guide will be of special interest to transport managers, hauliers, commercial vehicle drivers and all who need to know the precise location of London's many wharves and docks.

The 56-page Directory section includes more than 500 entries containing details of the facilities provided by many of the wharves and docks for the handling of special commodities. Wharf frontage dimensions at high and low tides are given and an index to wharf owners is included at the end of the guide.

There are 17 full-page maps, each devoted to a particular section of the River, and a simple grid-system shows at a glance the position of each dock and wharf listed in the Directory. An innovation is the large pull-out road map which forms a useful guide to the principal routes to the wharves.

"... reduces the complex system of docks in the Thames area to the readily understandable." *THE JOURNAL OF COMMERCE.*

2nd Edition Demy 8vo illustrated: Laminated card covers **6s net**, by post **6s 7d**.

Laminated paper boards **7s 6d net**, by post **8s 2d**.

Obtainable from Booksellers or by post from the Publishers

TEMPLE PRESS LIMITED, BOWLING GREEN LANE, LONDON, E.C.1



If you're not on the level...

it's because of the life you lead!

With conditions varying from an empty bus to rush-hour loading, and all stages in between, it's a dog's life for any suspension system: for any, that is, except the latest Dunlop suspension development. **DUNLOP PNEURIDE SUSPENSION** gives *controlled* springing by flexible air bellows, and ensures suspension that is precisely responsive to all movements, whether the vehicle is lightly or heavily loaded. Variable loading, as in passenger vehicles, is compensated by an automatic levelling valve.

PNEURIDE SUSPENSION is an outstanding advance in modern vehicle springing that has evolved from DUNLOP full-scale research and testing.

Further information available from Dunlop Rubber Co. Ltd., Engineering Components Division, Fort Dunlop, Birmingham 24.

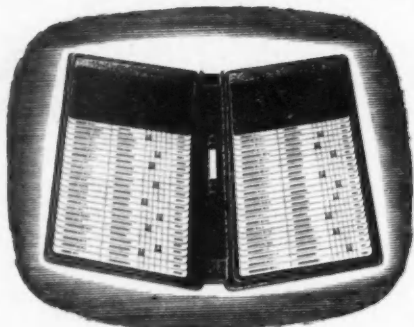


DUNLOP PNEURIDE

AIR SUSPENSION

535/100
115

PIN-POINT UNECONOMIC VEHICLES



New Visible System Keeps Close Control of ALL Vehicles Indicating Costs and Maintenance Required

Recent Road transport difficulties have brought home the vital necessity of operating with maximum economy. Permanent peak performance is now more than ever essential to prevent costs from swamping profits.

But, in practical terms, what can be *done* about the problem?

Thousands of operators have adopted a new control method which has transformed their 'cost' position in a matter of weeks.

Fundamentally this system stops you from 'working in the dark'—and allows you to see every detail of every vehicle as clearly as if it were stripped down before you. Thus pounds are saved on uneconomic fuel consumption, costly breakdowns, missed maintenance and so on.

This question of maintenance is, of course, vital—so vital that the system actually provides a colour-signalling device to show you at a glance what jobs have been completed on any one of dozens of vehicles. But this is only the first stage. The system also gives a detailed digest of standing costs, running costs, etc., plus a monthly visual summary which pin-points where costs are up, down, constant, etc.

Here are just a few of the headings covered:—

1. *Standing Costs*
Wages, overtime, uniforms, licences, insurance, garage, rent, depreciation.
2. *Running Costs*
Fuel, oil, tyres, tubes, batteries, cost per mile, etc.
3. *Maintenance Log*
Repair costs, speedometer readings, invoices.
4. *Summary*
This is a master card collating full cost details to show monthly costs, monthly averages, etc.

Few systems can give such comprehensive coverage of the transport operator's needs . . . none can challenge the split-second finding of details that it affords.

Why not investigate the full benefits? No obligation is involved. Just jot 'Vehicle Costs' on your letterheading and post to:—

& M **Shannon Systems**
O & M to BRITISH BUSINESS
The Shannon Ltd., 65 Shannon Corner,
New Malden, Surrey

SHANNON Trade Mark—1318D

B6

Five steps to Prosperity

Intensified
MECHANISATION

Renewed
EQUIPMENT

Increased
PRODUCTION

Improved
TRANSPORT

Better
DISTRIBUTION

All these call for more **CAPITAL**
which Equity plans will provide.

**EQUITY
CREDIT**

COMPANY LIMITED

INDUSTRIAL BANKERS

24 Berkeley Square, London, W.1

Telephone: MAYfair 9090

Midlands Office:

88/89 Darlington Street, Wolverhampton, Staffs

Telephone: Wolverhampton 26545

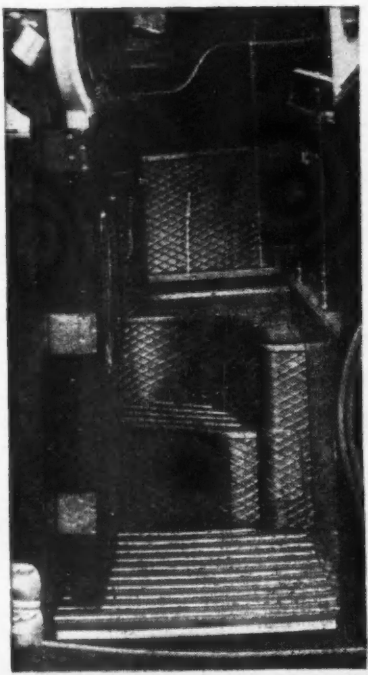


'MG 5'

RIGGO TRADE MARK

OF THE 'DONINGTON'

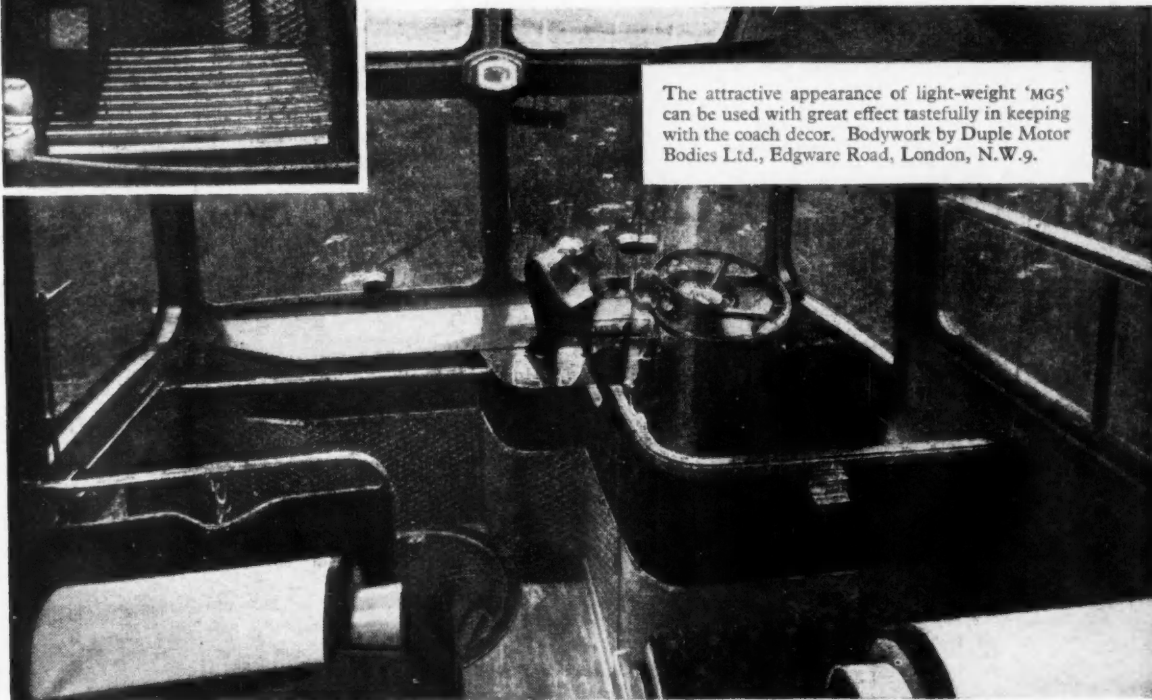
MINDS THE STEPS



The steps of attractive, non-slip chequer plate which greet passengers boarding the Duple 'Donington' coach give the most favourable of first impressions. But smartness is only one role of light-weight 'MG5' chequer plate in modern coaches. This James Booth diamond-patterned light alloy plate stands up to the roughest treatment, day in and day out—the kicking, scraping and treading of many feet and the grinding of mud and gravel underfoot. Then just a quick wash down brings it up clean and shining new. 'MG5' makes the ideal chequer plate for places subjected to the heaviest wear—stairs, decking, kickplates, wheel-arch covers and other furnishings. One-third of the weight of steel yet comparable in strength, 'MG5' will not rust, is resistant to corrosion and never needs to be painted.

Our light alloys, which include the famous 'Duralumin' series, are used for many purposes in road transport. If you would like advice on how aluminium alloys can help you, please let us know. Our Technical Sales Section is always ready to help.

The attractive appearance of light-weight 'MG5' can be used with great effect tastefully in keeping with the coach decor. Bodywork by Duple Motor Bodies Ltd., Edgware Road, London, N.W.9.



James Booth

A member of the Delta Group

JAMES BOOTH & COMPANY LIMITED
ARGYLE STREET WORKS • BIRMINGHAM 7

Extrusions, large forgings, plate, sheet, strip, tubes and wire in brass and copper, as well as light alloys

FOA 187 148
B7

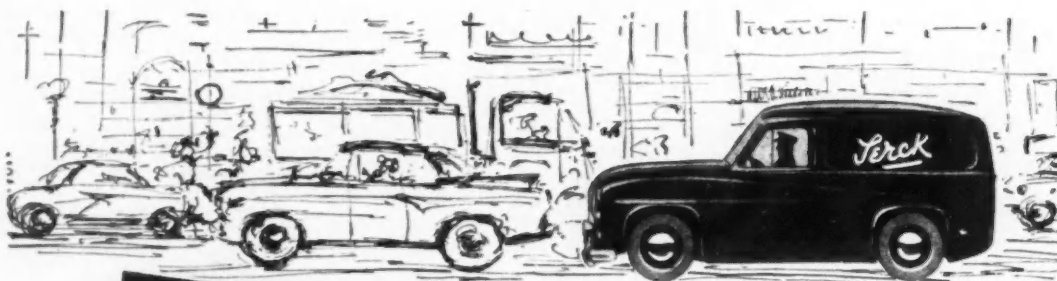


MARSHALL 12-SEATER BUSETTE

MARSHALL BODIES EVERYWHERE

Specialist bodywork for all makes of
chassis using composite, light alloy
or light steel construction.

MARSHALL MOTOR BODIES LTD.
AIRPORT WORKS • CAMBRIDGE • PHONE 56291



means **SERVICE**

Branches at:

LONDON and South East: London (N.W.10 and S.E.27), Aylesbury, Bedford, Bournemouth, Ipswich, Maidstone, Northampton, Portsmouth, Reading, Southampton, Sudbury (Suffolk).

MIDLANDS and South West: Birmingham, Bristol, Cardiff, Chester, Exeter, Nottingham, St. Austell, Wolverhampton.

NORTH: Newcastle-upon-Tyne, Carlisle, Glasgow, Kilmarnock, Belfast.

Subsidiary Company:

EIRE: Serck (Eire) Ltd., Dublin.

All over the country, SERCK have 25 branches or subsidiary companies established to provide the best in radiator service. Most are officially appointed as Radiator Service Stations for the Nuffield Organization, and for other leading radiator manufacturers.

Replacements for radiators in need of attention are available immediately, on request. A telephone call to the nearest branch is all that is necessary, and the car need be off the road only so long as it takes its owner's garage to effect the changeover.

SERCK RADIATOR SERVICES LTD., Birmingham, 11. A Company of the SERCK Group

Manufacturers of
SPECIALISED TRAILERS
 for
ALL PURPOSES

World Concessionaires for Trailers
 of the proved

**FLEXITOR INDEPENDENT
 RUBBER SUSPENSION**

with its remarkable riding
 and low loading characteristics



THE
BRAMBER
 ENGINEERING CO. LTD.

Springbok Works · Waterloo Road
 Cricklewood · N.W.2

Telephone: GLAdstone 5447

Factories:

LONDON · DEVON · SOUTH WALES · SCOTLAND

Manufacturers of
**Coil and Laminated
 Road Springs**

Road Spring Repairs

INDEX TO ADVERTISERS

Name	Page	Name	Page	Name	Page
A		G		O	
A.C.V. Sales, Ltd.	49	General Electric Co., Ltd. The	99	Ondura, Ltd.	69
Aeon Products (London), Ltd.	68	Girling, Ltd.	Colour 6	P	
Albion Motors, Ltd.	3	Griff Floors, Ltd.	29	Papworth Industries	30
Ashton-Young Engineering Development Co., Ltd.	64	H		Park Bros., Ltd.	68
Automotive Products Co., Ltd.	23	Hale & Hale (Tipton), Ltd.	66	Power Petroleum Co., Ltd.	60
B		Hall & Hall, Ltd.	32	R	
Birfield Industries, Ltd.	20	Hermetic Rubber Co., Ltd.	69	Regent Oil Co., Ltd.	Colour 2
Blue Peter Retreads, Ltd.	65	Holmes (Preston)	2	Regent Tyre & Rubber Co., Ltd.	Colour 7
Booth, James & Co., Ltd.	39	Holt, Douglas, (Est. 1919), Ltd.	33	Robinson, L. & Co. (Gillingham), Ltd.	66
Bramber Engineering Co., Ltd., The	41	Howard Bros., Ltd.	69	S	
British Aluminium Co., Ltd., The	35	Hurlock, Wm., Jnr., Ltd.	97	Seddon Motors, Ltd.	19
British Flettner Ventilator & Equipment Co., Ltd.	98	I		Self-Changing Gears, Ltd.	28
British Transport Commission	16	Imperial Chemical Industries, Ltd.	Colour 8	Serck Radiators, Ltd.	40
Bulkmobile	26	J		Servis Recorders, Ltd.	32
Butlers, Ltd.	63	James, W. G., Ltd.	68	Shannon, Ltd., The	38
C		K		Shell-Mex & B.P. Co., Ltd.	53
Cape Asbestos Co., Ltd., The	Colour 3	Karrier Motors, Ltd.	1	Simms Motor Units, Ltd.	4
Carrimore Six Wheelers, Ltd.	11	Keith & Boyle (London), Ltd.	100	Smiths Motor Accessories, Ltd.	61
Cascelloid, Ltd.	66	Kirkstall Forge Engineering, Ltd.	14	S.M.T. Sales & Service, Ltd.	70
C.A.V., Ltd.	12	L		Sparshatt, J. H., & Sons, Ltd.	99
Clayton Dewandre Co., Ltd.	Inside Back Cover	Leyland Motors, Ltd.	Colour 4	Spenborough Engineering Co., Ltd.	25
Commercial Motor Garage & Repair Co., Ltd.	100	Ley's Malleable Castings Co., Ltd.	Inside Front Cover	T	
Cox & Co. (R. W.), Ltd.	67	Locomotors, Ltd.	52	Telehoist, Ltd.	18
Cranes (Dereham), Ltd.	21	Lombank, Ltd.	59	T.G.B. (Motors), Ltd.	34 & 100
D		Lucas, Joseph, Ltd.	Back Cover	Transport Equipment (Thornycroft), Ltd.	13
Darham Industries (London), Ltd.	67	M		Tyresoles, Ltd.	50
Delaney Gallay, Ltd.	30	Marshall Motor Bodies, Ltd.	40	V	
Dennis Bros., Ltd.	6, 7, 8, 9 & 42	Measham Motor Sales Organisation, Ltd.	97	Vass, L. W., Ltd.	99
Denny Motr & Dickson, Ltd.	22	Merlin Engineering Co., Ltd.	67	W	
Dunlop Rubber Co., Ltd.	10, 37 & 54	Metalsak, Ltd.	Colour 1	Weir, Douglas, Ltd.	62
E		Metal Sections, Ltd.	36	West London Repair Co., Ltd.	98
Eagle Engineering Co., Ltd.	64	Mitchell, L. A. (Motors), Ltd.	97	Weston Works (Birmingham), Ltd.	62
Equity Credit Co., Ltd., The	38	Morris Commercial Cars, Ltd.	47	Whittaker, Benjamin, Ltd.	63
E.R.F., Ltd.	5	Mullard, D. A., & Co., Ltd.	97	Wingard (M.A.), Ltd.	69
Essex Refrigeration Co., Ltd.	24	N		Y	
Eyre Smelting Co., Ltd., The	98	National Benzole Co., Ltd.	51	Yorkshire Engineering & Welding Co. (Bradford), Ltd.	34
F		Normand, Ltd.	15 & 99	York Trailer Co., Ltd., The	31
Farnborough Engineering Co., Ltd.	17	Norrish, S., Ltd.	68	Young, S. G.	100
Ferraris of Cricklewood, Ltd.	100	North Central Wagon & Finance Co., Ltd.	27		
Firestone Tyre & Rubber Co., Ltd.	48				
Fodens, Ltd.	Colour 5				
Ford Motor Co., Ltd.	Front Cover				

DENNIS *have pleasure in presenting the*

NEW TIPPAX

20 CUBIC YARD REFUSE COLLECTOR

**Stand Nos.
239-240**

**PUBLIC WORKS
AND MUNICIPAL
SERVICES CONGRESS
AND EXHIBITION**

a two-way tipping vehicle giving

- ★ simple and straightforward operation.
- ★ full control from cab.
- ★ large capacity rear hopper.
- ★ low loading height.
- ★ speedy operation.
- ★ powered return from forward tip.
- ★ large tyres and brake drums.
- ★ body radiussed at all corners.
- ★ roomy 3-door coachbuilt 6-seater cab.
- ★ easy entrance and exit for loaders.
- ★ robust dependable chassis.
- ★ manoeuvrable chassis with 47 ft. turning circle.

**OLYMPIA
NOVEMBER 10 - 15**

**Available with container lifting equipment
for 1½ cu. yd. bins**

- ★ ideal for dual-purpose work.
- ★ dustless container discharge.
- ★ automatic hoist operation.

Backed by the full Dennis guarantee and service organisation, including regular free service visits by the Dennis Service Engineer in your area.
For up-to-date vehicles specially designed and constructed throughout for arduous Municipal duties — apply to:

DENNIS BROTHERS LIMITED GUILDFORD

Editor:
G. MACKENZIE JUNNER,
F.R.S.A., M.I.Mech.E., M.I.R.T.E.,
M.Inst.Met.

Assistant Editor:
A. E. SHERLOCK-MESHER,
F.R.S.A.

Technical Editor:
JOHN F. MOON
A.M.I.R.T.E., A.S.A.E.

THE COMMERCIAL MOTOR

Largest and Most Influential Circulation

PROPRIETORS:
TEMPLE PRESS LIMITED

CHAIRMAN AND MANAGING DIRECTOR:
ROLAND E. DANGERFIELD

November 7, 1958

Head Office:
Bowling Green Lane, E.C.1.
Telephone: Terminus 3636.
Telegrams: "Pressinus London Telex."
Telex: 23839.

Cables:
"Telex 23839=Pressinus London,"
and at Birmingham, Coventry,
Manchester, Glasgow

Annual Subscription Rate: £3 10s.
U.S.A. and Canada: \$10.00

© Temple Press Limited, 1958.
The proprietors will consider any
written requests to reproduce articles
and illustrations appearing in this
journal. Comment and brief extracts
which acknowledge *The Commercial
Motor*, are permissible.

A B.T.C. Pipe Dream

LIKE other members of the British Transport Commission, Mr. A. B. B. Valentine, in his presidential address to the Railway Students' Association last week, stressed the importance of a non-partisan approach to transport by staff of the nationalized undertaking. Yet how far the Commission are from achieving that ideal.

Despite his appeals for a broad outlook, Sir Brian Robertson, the chairman, is probably as guilty as anyone of regarding the railways as the Commission. His statements when the B.T.C.'s annual reports are published make it clear that he is thinking almost entirely of the railways. References to "our traffic" can usually be construed as to railway traffic. British Road Services, one of the Commission's paying assets, appear almost to exist on sufferance.

Traffic Transfers

Nevertheless, Mr. Valentine emphasized that the proper spheres of road and rail were far more complementary to each other than competitive. There must, he said, be substantial transfers of traffic from rail to road, as well as from road to rail, to enable the most economical service to be provided for each kind.

Particularly under the present straitened conditions of the railways, he will find it difficult to persuade the staff to surrender any traffic to road transport, or even to admit that it might be more suitable for road haulage. There is little evidence of active co-ordination between British Railways and B.R.S., and no obvious sign of the fine, selfless outlook which the leaders of the B.T.C. seek to foster. There is, instead, a possibility of antagonism between the Transport and General Workers' Union and the railwaymen's unions if the livelihoods of road-vehicle drivers are threatened by a manipulated transfer of traffic to rail.

It is difficult to escape the conclusion that in any reshuffle of traffic, road transport is intended to be the loser. It is easy to imagine B.R.S. in the role of a railway collection and delivery department under a completely nationalized system of transport.

Normally, one would expect a surplus of transport to depress the general level of charges, but Mr. Valentine described it as one of the reasons why for some time customers had been paying more than they should for

*A Broad Approach to Transport,
Disregarding the Sectional
Interests of Road and Rail*

transport. The other reason was that railway charges had been falsely based.

His cure for the economic ill of under-employed equipment is to streamline the railways and then, by adjusting rates to the realities of life, to attract more long- and medium-distance freight. Thus, the railways would be "much more fully employed" and congestion on the roads would, he said, be relieved. The implication is that, with the redistribution of traffic, fewer road vehicles would be needed, so that obviously the railways intend to try to take more business from the roads than they propose to surrender.

Efficient railways are, as Mr. Valentine said, an important part of a healthy transport system, and it may be that they are receiving no more than a fair share of investment in transport. He was at pains to point out that over a 15-year period the railways were devoting not more than £14m. a year to track and signalling, compared with a minimum of £60m. a year to be allocated during the next few years to new and improved roads.

About £900m. of the £1,500m. to be spent under the modernization programme would be used for rolling stock, but he estimated that over the corresponding 15-year period some £4,500m. would be invested in road vehicles, excluding cars for private use.

Critics' Doubts

He omitted to mention the important difference that railway rolling stock is being replaced out of public funds, whereas road vehicles are bought out of private capital. Critics of Government investment in the railways are not concerned so much with the precise items on which the money is to be spent, but doubt whether they will ever see a return on any of it. If the modernization programme fails, the Exchequer will be £1,500m. the poorer, whereas if some part of the amount spent on road vehicles proves to have been unwisely invested, only private interests will suffer.

A comparison of expenditure on rail track and roads is also misleading. Rail tracks are for selective use, at a charge to be decided by their owners, whereas the roads are free for all and money invested in them is never wasted. "Like must be compared with like," said Mr. Valentine, and he should practise his belief.

Down to Business

A NEW practical sense is evident in the national organizing committee of the Lorry Driver of the Year Competition. The appointment of a small executive committee with power to act is a symbol of their desire quickly to tidy up the loose ends of organization and administration that have been visible this year.

In particular, the regulations, which have been woefully ambiguous, are to be completely redrafted and made watertight. It follows that they will be much longer and more complicated than in the past, and some drivers may have difficulty in comprehending them fully. There should, however, be no room for argument about their meaning, provided that marshals and drivers are carefully briefed in advance.

Another welcome sign of realism is the decision to reduce the importance attached to academic answers to questions on the Highway Code. In the past, skilful, safe drivers have been unnecessarily penalized by their inability to recall from memory the provisions of the Code, although they may have faithfully practised them daily. They could not redeem the penalties by a good performance on the road or in the manoeuvrability tests. In future, they will be able to do so, although the importance of studying the Code is not to be underestimated.

In reducing 100 to 50 the marks to be awarded for answers to the Code, the number of points to be awarded

in the road section of the competition is to be increased from 100 to 150. This change is recognition of the greater importance of behaviour on the road, but faults in driving must be carefully codified in advance and there should be a uniform scale of penalties for them. The road section at present offers scope for divergencies of opinion among individual observers, and if the marking of this part of the contest is to be increased, penalties must be more exactly applied.

Most drivers will welcome the national committee's decision to reduce the importance of speed in contests in the final event. It was valued too highly in this year's final, and the spectacle of maximum-load eight-wheelers being reversed at maximum speed was hardly edifying in a competition intended to promote road safety. Moreover, drivers of slow heavy vehicles were unduly penalized. That fault is to be remedied and, at the same time, penalties for errors of judgment in manoeuvring will be increased. What is lost in the spectacular will be made up in finesse.

With the possibility of 14 eliminating centres next year, and even more in the future, the question of holding semi-finals in the north and south of England will have to be considered. Already the number of finalists is greater than can be comfortably handled in a day—a tribute to the growing importance of the contest rather than a reflection on its administration.

Passing Comments

Chromium-plating Efficiency Raised

ONE of the companies in the Guest, Keen and Nettlefold's Group is Ionic Plating, who are actually the Group's metal finishing division. Apart from this, however, a considerable external trade is carried out by this company, and some 400 people are employed in their two factories the newer of which is at Dudley.

In the latter works there are two main sections; one specializes in heavy plating, including nickel, copper and hard chromium, and the chromium can be applied to components up to 30 ft. long. The other section deals with bumper bars and other steel pressings, and has an integrated polishing and plating unit.

An important feature of this plant is that the nickel solution can largely "level" the lines left by polishing, thus reducing from at least four to two the polishing operations required before chromium plating.

Success of Private Enterprise College

THE affairs of the College of Aeronautical and Automobile Engineering are certainly in the ascendant, and for its awards day of trophies and diplomas the expected attendance which materialized was so large that it filled Chelsea Town Hall. In the chair was the president, Lord Brabazon, and he was flanked by a distinguished company of patrons amongst whom were such well-known names as Earl Howe, Sir William Lyons, Lord Mills, Marquis Camden, George Eyston and Mr. A. G. B. Owen. The advisory council includes Mr. A. S. Dick, of Standard, Mr. D. Brown, of David Brown Industries, and Group Capt. D. Bader, who was given the quite onerous task of

presenting the dozens of trophies and diplomas. The opening remarks were made by Mr. J. C. Williams, the principal of the College, who, judged by the applause which greeted him, is highly popular.

The Chelsea College, as it is commonly called, started in 1924 under a different name in Kensington and was transferred to Sydney Street, Chelsea, in 1935. It is the only private-enterprise educational establishment of its kind in Britain, and amongst the thousands of students who have passed through it, many have gained high positions in the motor and other industries. At present there are some 400 students undergoing training. Of those a large proportion comes from abroad.

Big Claim for New Fuel

AN American professor of the University of California claims to have developed a chemical substitute for petrol which could double the power output of vehicle and aeroplane engines. He and his team of research workers suggest that, with the new compound, engines of a particular power could be reduced to half their present size and weight. The new fuel is made from methane, propane, butane and other petroleum products compounded with nitric acid. It is said to be relatively expensive at the moment, but could be produced economically in large quantities. Nitric acid appears to be a somewhat drastic constituent, but presumably the way in which it is used must obviate any harmful effects from corrosion. If progress in this direction continues we shall shortly be using rocket fuel, but it is to be hoped that the results would be a little more reliable, and that we shall not see motor vehicles taking off at unexpected moments.

Reducing that Tyre Wear

SO many tyres on commercial vehicles have their lives shortened by excessively rapid wear, or even bursts, that hints as to how they should be cared for cannot be over emphasized. In the autumn issue of "Transportation," a British Goodyear publication, is a most useful article on this subject, entitled "Proper Tyre Care Means Lower Cost Per Mile."

Regarding inflation it is pointed out that under-inflation places terrific strain on the shoulders, causes fast, irregular wear of the tread, and results in excessive internal heat.

Over-inflation is perhaps not quite so bad, but it reduces the road-contact area, causing rapid wear of the tread centre. It also increases the dangers of bruising and cutting, for the reason that both tread and carcass are under greater tension, whilst the risk of skidding on wet surfaces is multiplied.

High speed produces faster tread wear and internal heat, and therefore more liability to bursts. Normal mileage can be expected up to 35 m.p.h. If this be the case there should be a bigger demand for tyres when the motorways come into operation.

The rim size should always be that recommended by the makers, for it gives maximum air volume and load capacity. Tyres on narrow rims are apt to damage the beads owing to improper seating.

Twinning new and badly worn tyres is condemned, whether the smaller tyre be fitted on the inside or the outside position. Goodyear recommend that, in the first

instance, tyres of the same diameter be twinned and if wear necessitates a change the two selected for fitting should have a difference in diameter as near as possible to that which existed between the pair removed, which means adopting the relative diameters assumed naturally by wear. If, however, bursts are experienced with inner rears it is suggested that the inner tyre should be $\frac{1}{4}$ in. to $\frac{1}{2}$ in. less in overall diameter than the outer tyre.

Failing regular rotation, only new tyres should be fitted to front wheels and when worn these should be used at the rear. Misalignment is a common cause of front-tyre trouble, whilst kerbing or unequal braking produces fast wear, apart from being unsafe.

Anti-litter for Upper-deckers

IN a recent anti-litter competition organized by T. Wall and Sons (Ice Cream), Ltd., a prize-winning suggestion, which emanated from the Fourth Stoneleigh Brownies of Ewell, called for the fitting of an extra used-ticket box on the upper deck of all buses.

London Transport Executive and the Stoneleigh Brownies seem to have been thinking along the same lines, for Mr. J. D. O. Knowles, Wall's chairman, when visiting the Commercial Motor Show, noticed that the new Routemaster double-deck bus, soon to be introduced to the streets of London, has two of these boxes on the rear platform, so arranged that passengers descending from the upper deck are catered for conveniently.

One Hears—

Of the "C.M." being accused by a reader of splitting an infinitive.

That this goes to show how closely the journal is read—and how seldom the "offence" is committed.

The query: "If Pyroceam will not break when hit, will its use hit insurers of plate glass?"

That for 200 years Western man has been concerned at his possible replacement by the machine.

That actually the opposite has happened, each advance in technology giving the individual chances for growth, increased security and often more satisfying work.

That this might be disputed by the man on a production line who tightens a few nuts all his working hours.

That the American Chevrolet, Ford and International Harvester concerns are all testing gas-turbine-engined trucks.

Of a van driver saying that in a country lane his cab was "invaded by squadrons of mosquitoes flying in formation."

Of the new Commer as a welcome newcomer.

Of a complaint from Brighton that some "No Entry" street signs require illuminating at night.

That at some level crossings single balanced bars of the Continental type may replace the old heavy gates.

That a tannin solution has been used to protect the iron-work of Big Ben's tower, which was greatly susceptible to rust.

That since then hardly a trace of rust can be seen, as ascertained during a recent inspection.

A suggestion that free hauliers should get together to stage an exhibition as a counter blast to B.T.C. trumpet blowing.

That to obviate unjustified criticism, the public should be encouraged to realize that everyone is a user of road transport, directly or indirectly.

That judging by the bright answers in the B.B.C. "Top of the Form" programme, our schools are doing something to remedy the shortage of scientists.



Pickfords' Policy Upset by A-licence Refusal

THE policy of B.R.S. (Pickfords), Ltd., not to operate vehicles on contract A licence is to be relaxed following a decision at Edinburgh last week. Pickfords tried to get a new A licence for three 4,000-gal. tankers without calling customer witnesses, but their application was refused by Mr. W. F. Quin, Scottish Licensing Authority. He rejected a plea that the customers concerned—Scottish Oils and B.P., Ltd.—did not give evidence at traffic courts.

During the hearing, Mr. A. W. Balne, for Pickfords, pointed out that it was their policy to run all vehicles on A licence and none on contract A. However, when the decision was announced he intimated that the company would put in an application for a contract licence.

Explaining the A-licence policy, Mr. Balne said it enabled Pickfords to have a standard pattern of operation: when the big oil companies could not keep the vehicles occupied they could be used on other work. In this case the tankers would be based at Grangemouth.

Pickfords had about 250 tankers in England, but only one in Scotland, which was based at Glasgow. The reason for the application was a contract with Shell-Mex under which Pickfords would supply them with 10 4,000-gal. tankers for their exclusive use for five years. Four of these vehicles had already been authorized in the Metropolitan Area, and the three vehicles now sought were to meet the needs of Scottish Oils and B.P. An application for the remaining three tankers had been made to the North Western Authority.

In order to allay the fears of the objectors—Road Services (Forth), Ltd., and James Hemphill, Ltd.—Pickfords were prepared to give an undertaking not to apply for any contract A licences in the Scottish Area. The Shell contract was for five years, but if it were termi-

nated Pickfords would either surrender the licence or seek a new one with another normal user.

The normal user now being sought was: "Goods for Scottish Oils and B.P., Ltd., Scotland, mainly within 75 miles of base." The objectors would thus be protected.

Mr. George Parsonage, Pickfords' Northern transport manager, told Mr. Quin that no customer witnesses were to be called. He claimed that it was not customary for Shell and B.P. representatives to give evidence. As far as he knew the traffic to be carried was new.

For Hemphill, Mr. J. Law declared that Pickfords might prefer an A licence, but they had produced no evidence of need.

To this, Mr. Balne submitted that the signed contract was evidence of need—it was no less strong because it was in writing. There was a common misconception that evidence must be given by a witness, but a binding undertaking was sufficient, he claimed.

Refusing the application, Mr. Quin remarked that Pickfords were trying to license vehicles totalling nearly 30 tons, and from the agreement he had seen the work could be done on contract A licence. For an A licence there would have to be proof of need, and he would require a Shell witness. The oil companies had sent representatives to traffic courts before. There was nothing to show that the traffic was not already being carried.

Purchase Tax Causes Dividend Cut

THE Government's failure to remove purchase tax from goods-vehicle chassis is blamed by Sir John E. Thornycroft, governing director and chairman of John I. Thornycroft and Co., Ltd., for the reduced distribution to shareholders.

He says in his annual statement, issued on Tuesday, that trading conditions in both home and export markets have been extremely difficult. Transport Equipment (Thornycroft), Ltd., and Thornycroft (Australia) Pty., Ltd., incurred losses during the year, but the Singapore branch made an increased profit. John I. Thornycroft Subsidiaries in Brazil and Argentine passed no worthwhile orders to the United Kingdom. Brazil made a marginal profit and the Argentine interests incurred a small loss.

Sir John says that with the approach of the next General Election and Socialist threats to renationalize road haulage and restrict C-licensees, there has been a transfer of vehicle business to mass

producers. During the past year the trend has been accentuated.

Thornycroft's turnover for the year was about £1m. lower. To retain essential labour some orders were being taken with little or no profit.

"The long-term outlook for exports of the lighter type of commercial vehicle in a number of markets cannot," Sir John believes, "be very good, owing to the national policies of local manufacture behind tariffs, quotas or prohibitions of import, and it will be, long term, the medium and heavy specialist vehicles which will obtain for the United Kingdom the vital foreign currency to pay for our imports. . . . It will be a national disaster if the Chancellor of the Exchequer does not remove purchase tax before it is too late."

It is expected that the Mighty Antar C.8 model with Rolls-Royce engine, now undergoing development trials by the Army, will be approved for production next year. New types of dump truck are also being developed.

Pay Claim for Clerks in Bus Industry

DISTRICT organization officers of the National and Local Government Officers' Association have been asked to reopen negotiations with individual bus companies for an increase of 7s. 6d. a week for all adult clerical staff, and greater amounts for the more highly paid staff and inspectors.

Offers made by the managements after claims had been submitted simultaneously last June by Nalگو, the Transport and General Workers' Union and the National Union of Railwaymen, were rejected.

A pay claim for staff employed in the Scottish group of bus companies has been submitted by the staff side of the negotiating council in Scotland.

In *Public Service*, the official journal of Nalگو, for November, Mr. D. M. Sinclair, general manager of the Birmingham and Midland Motor Omnibus Co., Ltd., is accused of having failed to put into practice the precepts on relations in industry which he set out in his paper to the Institute of Transport.

He is stated repeatedly to have refused to co-operate in setting up machinery to resolve differences with 900 members of the company staff who are in Nalگو.

NALGO CALL FOR TAX CUT

REPRESENTATIONS to the Government for a reduction in fuel tax are being made by the National and Local Government Officers' Association. It is pointed out that the pruning of unremunerative services will bring nearer the likelihood of staff redundancies. If the fuel tax were removed, companies would be able to maintain services and pay reasonable salaries.

SCOTTISH HAULIER WARNED

AS an operator of a substantial fleet, Mr. P. Strain, Newton Stewart, should know better than to break the law, the Scottish Licensing Authority, Mr. W. F. Quin, said at Glasgow on Tuesday. Further breaches might entail revocation of licences.

Mr. Strain was called before Mr. Quin regarding an application for a contract-A licence. Mr. A. MacKenzie, on his behalf, said previous convictions took place some years ago. They related to a vehicle run in Mr. Strain's name before its take-over had been completed and to the use of a vehicle in substitution when not authorized.

The present application to put a 3½-ton vehicle on contract with West Cumberland Farmers, Ltd., had been held up through delays in his own office. The contract was signed in April, but was not sent to the Licensing Authority because the registration book was not available until July. It was then decided to obtain a new contract, but this came back with a wrong signature, and further delay was caused by holidays. Meanwhile, Mr. Strain, thinking the application was practically granted, operated the vehicle.

Granting the contract application, Mr. Quin said there was no reflection on West Cumberland Farmers.

Remarks by Commissioners "Utter Nonsense," Railways Contend

OBSERVATIONS made by the Yorkshire Traffic Commissioners when they granted a coach operator additional excursions were described as "utter nonsense" by Mr. T. B. Atkinson, for British Railways, when an appeal against the decision was heard at Sheffield last week. The grant to Sansom Bros. (Sheffield), Ltd., was also contested by Sheffield United Tours, Ltd.; Hirst and Sweeney, Ltd.; Park Garage (Swallownest), Ltd.; Sheffield Corporation; and Sheffield Joint Omnibus Committee.

Sansom's had been allowed to add five destinations to their excursion licence from Handworth, Sheffield. These were Scarborough, Bridlington, Cleethorpes, Skegness and the Yorkshire Coast (circular).

Mr. Atkinson conceded that the Handworth area of Sheffield had grown, but he pointed out that it was within the city boundary and there were already adequate facilities for the destinations concerned. The Commissioners' observations that railway evidence was "not reasonable" and "sparse" did not make sense, because the railways had carried more people from Handworth to Cleethorpes than Sansom's.

Connection Difficulties

The Commissioners had also stated that railway excursions arrived back in Sheffield too late to connect with stage carriage services, which was utter nonsense. The only evidence the Commissioners had heard about late returns concerned Blackpool and Southport—destinations which Sansom's were refused.

For Sheffield Corporation and the joint committee, Mr. C. O. Adams claimed that adequate stage services were operated between Handworth and the city. Any abstraction would be serious, as 90 per cent. of the undertaking's revenue came from small fares.

Mr. F. Marshall, for Park Garage, submitted that the Commissioners had completely ignored the facilities of other operators and had accepted instead evidence of bogus private party work organized by "whippers-in." All Sansom's schedules were tainted with illegal private hire carryings—a method of running excursions and tours without licences.

"Figures Inflated"

Further complaints about private hire were made by Mr. W. R. Hargrave, for S.U.T., who pointed out that the Commissioners had admitted that Sansom's had undertaken unlawful operation. This work had inflated the company's private party figures. There had been no complaints about S.U.T.'s facilities.

Replying for Sansom's, Mr. J. Evans claimed that the appeals were misconceived as additional destinations had been granted—not a new licence. The Minister of Transport had laid down that it was not potential abstraction for more destinations to be sought without a corresponding increase in vehicle allowance. Answering Mr. Hargrave, he admitted that he could not remember when the Minister said this.

Mr. J. R. Willis, the Inspector, said a decision would be announced later.

Liquid Fuel to Come from Coal Soon?

RESEARCH being done in this country to produce liquid fuels from coal is partly revealed in "Fuel Research 1957. The Annual Report of the Fuel Research Station" (Stationery Office, 4s. 6d.).

With the rapid development of nuclear energy to produce electricity, it was possible to envisage a future surplus of low-grade coal as used at present by power stations. Such coal, says the report, could be converted into liquid fuels and town gas by a combination of gasification and Fischer-Tropsch synthesis. Work on the liquid-phase synthesis technique is to be continued at Stevenage up to pilot-plant scale.

A catalyst has been tried to diminish the amounts of combustible constituents in exhaust gases from vehicles, and was found to reduce carbon monoxide by about 85 per cent. and hydrogen by about 80 per cent. After the vehicle had covered some 11,000 miles, there was a small decrease in the effectiveness of the catalytic combustion unit.

TRANSFER REFUSED

AN attempt by Walker Bros. (Cowdenbeath), Ltd., to have three contract-A vehicles transferred to A licence failed at Kirkcaldy, last week, but they were granted a new B licence covering coal from opencast sites and road and building materials, all within 35 miles.

In another application, Walker Bros. were granted four extra B-licence tippers for similar traffic.

"Important Evidence Overlooked"

WHEN the Metropolitan Licensing Authority heard an application by Tartan Arrow Service, Ltd., London, S.E.1, no one noticed that certain evidence brought up the question of irregular operation by the company. This was stated by Mr. Hubert Hull, president of the Transport Tribunal, when he directed on Tuesday that the application for six contract-A vehicles to be put on to A licence should be re-heard.

Tartan Arrow had appealed against the Authority's decision to refuse the application. Mr. C. R. Beddington, for the company, said the vehicles, four of which were on hire, carried new furniture and general goods to the Midlands, the North of Scotland, and locally for Herrmann, Ltd., furniture manufacturers, Rayleigh, Essex.

Rhodes Appeal: Two Vehicles Granted

HOME licences to allow Peter Rhodes, Ltd., London, E.1, to carry chilled meat to the Swiss-Italian frontier were granted on Tuesday by the Transport Tribunal. The Metropolitan Licensing Authority had refused an application for four vehicles to be used, but the Tribunal agreed to grant two.

Giving the Tribunal's reserved decision, Mr. Hubert Hull, president, said it was the first case of a haulier desiring to provide a through road service to the Continent seeking a licence for the journey on English roads.

No question of general principle was involved. The only evidence of need for the proposed facility was in respect of one company, W. Norwood and Sons, Ltd. The facilities offered to them by British Railways Interfrigo service were suitable, but there were not enough wagons.

"We think that the future needs of W. Norwood and Sons would be sufficiently met if, in addition to the Interfrigo service, they were able every week to have the use of one such vehicle as the appellant proposes to provide," said Mr. Hull.

Because the journey to the Swiss-Italian frontier would take a week, it was necessary to grant a licence for two vehicles to meet the requirements. The vehicles would be confined to carrying chilled meat from slaughterhouses in the Home Counties and Lincolnshire to Tilbury.

Mr. Hull referred to the failure of "such an experienced person as the Licensing Authority" and the representatives of the parties at the public inquiry to notice certain discrepancies in the figures of work of two of Rhodes' vehicles.

"It is a particularly striking example of the inconvenience of the practice which permits documents of importance to be put in as evidence at the last moment," he declared. "We are tired of saying it is impossible for serious consideration to be given to documentary evidence—more especially of a statistical nature—if it is made available only at the inquiry."

The appeal was resisted by the British Transport Commission and four private hauliers, Wades Transport (Tottenham), Ltd.; Guest Scottish Carriers, Ltd.; W. Pike, Ltd.; and Road Services (Caledonian), Ltd.

Mr. J. R. C. Samuel-Gibbon, for the B.T.C., contended that Herrmann's had been prodded into supporting the application in the hope that rates would be either lower or stable.

Mr. J. Amphlett, for the other objectors, suggested that there might have been irregularities in the use of the contract vehicles for three concerns which were described as Herrmann's subsidiaries.

Directing that the case should be re-heard by the Authority, Mr. Hull said the haulier and customer should be given an opportunity to refute the allegation.

Bulk Liquid Transport Case for Assizes: Defence Plea Fails

FIVE employees of Bulk Liquid Transport, Ltd., Gildersome, are to appear with the company at Leeds Assizes on charges of conspiring to break the law governing lorry drivers' hours (*The Commercial Motor*, last week). They were sent for trial by Morley magistrates after a three-day hearing. Another employee—J. A. Kilvington, the company's traffic controller—was discharged.

The five are B. Skelly, transport manager; L. J. Hickson, his assistant; C. Kershaw, foreman driver; C. Burkenshaw, checker; and W. Jennings, a driver. The company, Skelly and Kershaw are also accused of inducing a driver named Richard Smith to commit perjury.

On the last day of the hearing at Morley, four drivers gave evidence for the prosecution. J. W. Curley said he had been unable to keep within the permitted hours, although his records always showed only 11 hours' work.

Kept Copied Records

Answering Mr. A. M. Hurwitz, prosecuting, he said he left Bulk Liquid after a trip to Oldham which took 12 hours. He completed his documents accurately, but was told by Kershaw to "fill them in and conform to the law." When he handed in his notice, Skelly told him: "We want men we can rely on to work night and day. You are no good to us."

Curley added that he kept some copied records which were subsequently shown to the Yorkshire Licensing Authority.

Mr. W. Foster, a traffic examiner, said he first visited Gildersome on November 26, 1957, when he went to inspect drivers' records. He was told by the company secretary, then a Mr. Greenwood, that the directors would not allow any records to be taken away, but they could be inspected on the premises.

An appointment was made for

November 28, and on that date the records were produced by Skelly, except those for driver Jones. He visited the company on a number of occasions subsequently, taking notes of drivers' hours and payments. On all these visits the records of certain drivers, including Smith, Jones and Murray, were omitted.

Mr. S. S. Gill, for the company, submitted that there was no evidence to show that the directors and employees of the company had conspired together with the intention of deliberately breaking the law, nor was there any evidence of records being altered to deceive others.

"No Deliberate Plot"

Mr. C. R. Dean, for Skelly, Hickson, Kershaw and Kilvington, said there must be evidence of a deliberate plot before they could be committed for trial. No such plot had been proved by the prosecution. Although there was evidence of the officials permitting drivers to alter records, this was not done with the intention of deceiving the law. It had been done only when drivers had made errors on the records.

Mr. Hurwitz recalled the question of paying drivers. This was done on the basis of clock cards and weekly time sheets, and not on the daily record sheets which were never made out for more than 11 hours. It must have been part of the company's policy deliberately to break the law, he alleged.

The defendants all pleaded "not guilty" and reserved their defence.

RAILWAYS' BASIC TRAFFIC

THE railways' dependence on iron, steel and coal traffic was again stressed by Sir Brian Robertson, chairman of the British Transport Commission, speaking at the annual dinner of the Joint Iron Council in London on Tuesday.

Men in the News

MR. J. N. RABBIDGE has become a director of Stewart and Arden, Ltd.

MR. R. CORBETT, secretary of the Avon India Rubber Co., Ltd., has been appointed to the board.

MR. FRANCIS MURRAY has been appointed deputy general manager of Halifax Transport Department. Mr. W. SHAW has become assistant engineer.

MR. A. N. MINNIS has been appointed advertising and publicity officer of the Ulster Transport Authority, following the retirement of MR. E. N. CARROTHERS.

MR. DEREK NEWTON BAKER, Leicester, has been awarded a scholarship of £150 per annum for four years at the College of Technology, Loughborough, by the Institute of the Motor Industry.

MR. L. J. DUNNETT has been appointed a deputy secretary in the Ministry of Transport. He will take charge of inland transport matters, succeeding Mr. P. Faulkner, who is to concentrate on shipping.

MR. ARTHUR GRIFFITHS has been appointed group managing director of Sterling Industries, Ltd. He became director and general manager of F. Perkins, Ltd., in 1948, and eight years later took a similar position with the Daimler Co., Ltd.

MR. JOHN DUGDALE has been appointed the representative in North America of the Society of Motor Manufacturers and Traders, and vice-president-executive of the British Automobile Manufacturers' Association, a subsidiary of the S.M.M. and T. in the U.S.A.

MR. N. McCANN, secretary of Wolf Electric Tools, Ltd., has been appointed to the board. MR. R. G. J. NISBET, general manager, Toronto branch, MR. J. A. JACKSON, works manager, and MR. W. N. SCOTTORN, home sales manager, have also joined the board. The appointments follow the recent retirement of MR. R. F. HATTO, sales director.

BIG ROAD SCHEMES LIKELY TO START SOONER

IT is fairly certain that the Minister of Transport will secure his full share of the extra £150m. of investment in the public sector of industry, announced on Monday by the Chancellor of the Exchequer, writes our political correspondent.

How far the new road programme will benefit is not known at the moment. The Chancellor himself, looking forward to an expansion of the economy, remarked that this must be accompanied by an expansion in the sector of public investment—including new roads.

The increases will take effect in the financial year beginning next April. It is thought in Whitehall that starting dates for a few of the larger road schemes will be advanced.

The railways, too, will get their share of the extra investment.



Ash Bros. (Pty.), Johannesburg, South Africa, Dennis agents, supplied this Pax II gully-emptyer to Standerton Municipality. It has a 1,000 gal. tank and a locally built cab. The 5-litre engine drives through a four-speed gearbox. The vehicle is used in the mining area of Johannesburg.

SUSPENSION UNITS

for the HEAVY VEHICLE

HEAVY-DUTY CONE BUSHES

Accommodating pivotal movements such as those in suspension linkage and spring pivots, these bushes are relatively free torsionally, adding but little to the spring stiffness. They are very stiff axially and radially and support heavy loads.

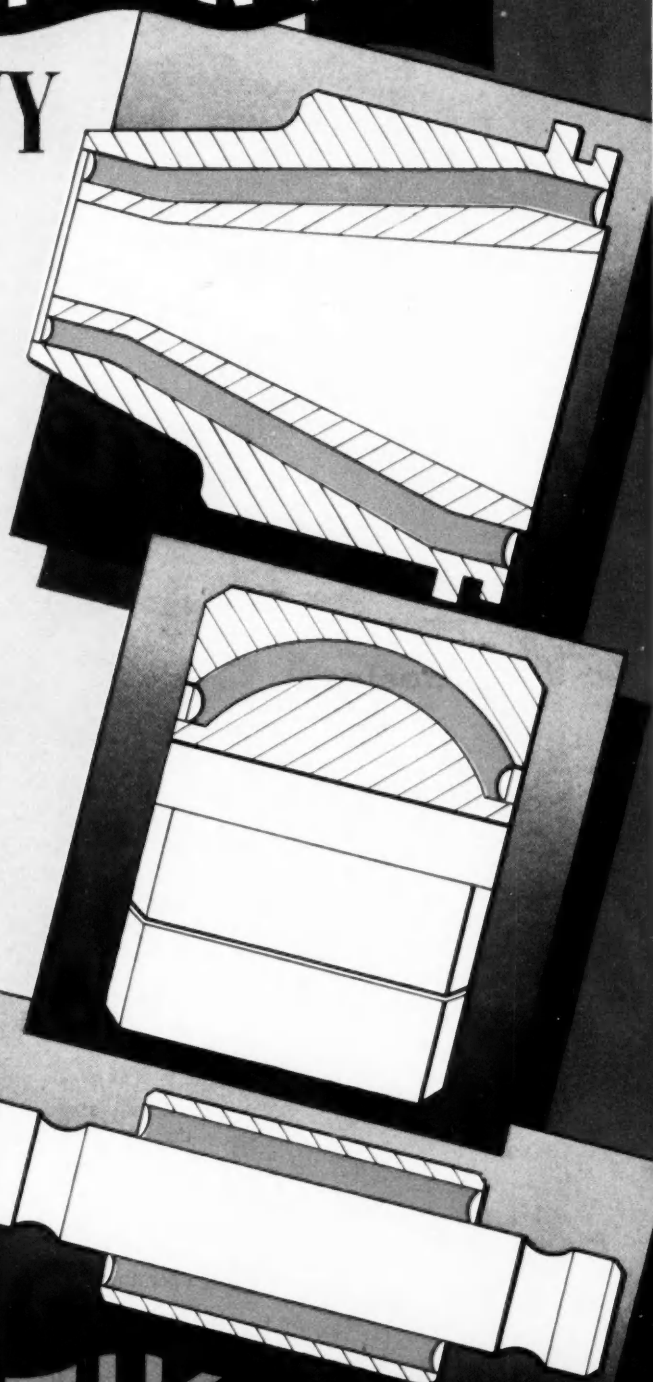
SPHERILASTIK BEARINGS

Permitting universal pivotal movements combined with large loads, Spherilastik bearings are being used with great success on a number of new suspension systems. Rubber is bonded to the spherical inner member and to the outer member which is in three segments. Force-fitting in the housing pre-loads the rubber to increase life and load capacity.

ULTRA-DUTY SHACKLE PINS

These are made in two types, one as illustrated and the other a still heavier duty type. They are giving amazingly long mileages in spring shackles on heavy vehicles.

Whatever your suspension, transmission or vibration problems may be, our engineers are always at your disposal.



METALASTIK

METALASTIK LTD., LEICESTER

Marfak withstands

concrete
abrasion

pressure
hosing

LIKE OTHER CONCRETE factors with concrete mixing trucks, the firm of J. Bartholomew & Son Ltd., of Longton, Staffordshire, had a serious lubricating problem. Shackle pins and steering joints suffered from the abrasive mixture of sand and cement constantly forming on the vehicles—which have to be thoroughly pressure-hosed at very frequent intervals during the day.

J. Bartholomew & Son Ltd. overcame the problem with Marfak. Mr. Brough, their Production Manager, states: "My engineers found that the various greases used were being washed completely out of bearings within a week. Frequent replacing of parts pushed up costs considerably. Once Marfak was tried, however, it successfully withstood not only the ravages of sand and cement, but also high-pressure hosing. Marfak was doing its job long after the time when other greases proved ineffective."

Why Marfak Provided the Complete Answer. Marfak is unique. For no other grease can match its lasting qualities and its adhesion to metal. Nothing will squeeze it out, jolt it out or wash it out. That is why fleet operators all over the world have turned to Marfak to keep maintenance costs down to a minimum. There is a grade of Marfak for every chassis and wheelbearing application to suit every operating condition.

A Regent representative will be pleased to advise you on the grade to suit you best.



REGENT OIL COMPANY LTD · 117 PARK STREET, W.1

Distributors in the United Kingdom of Regent and Caltex Petroleum Products.



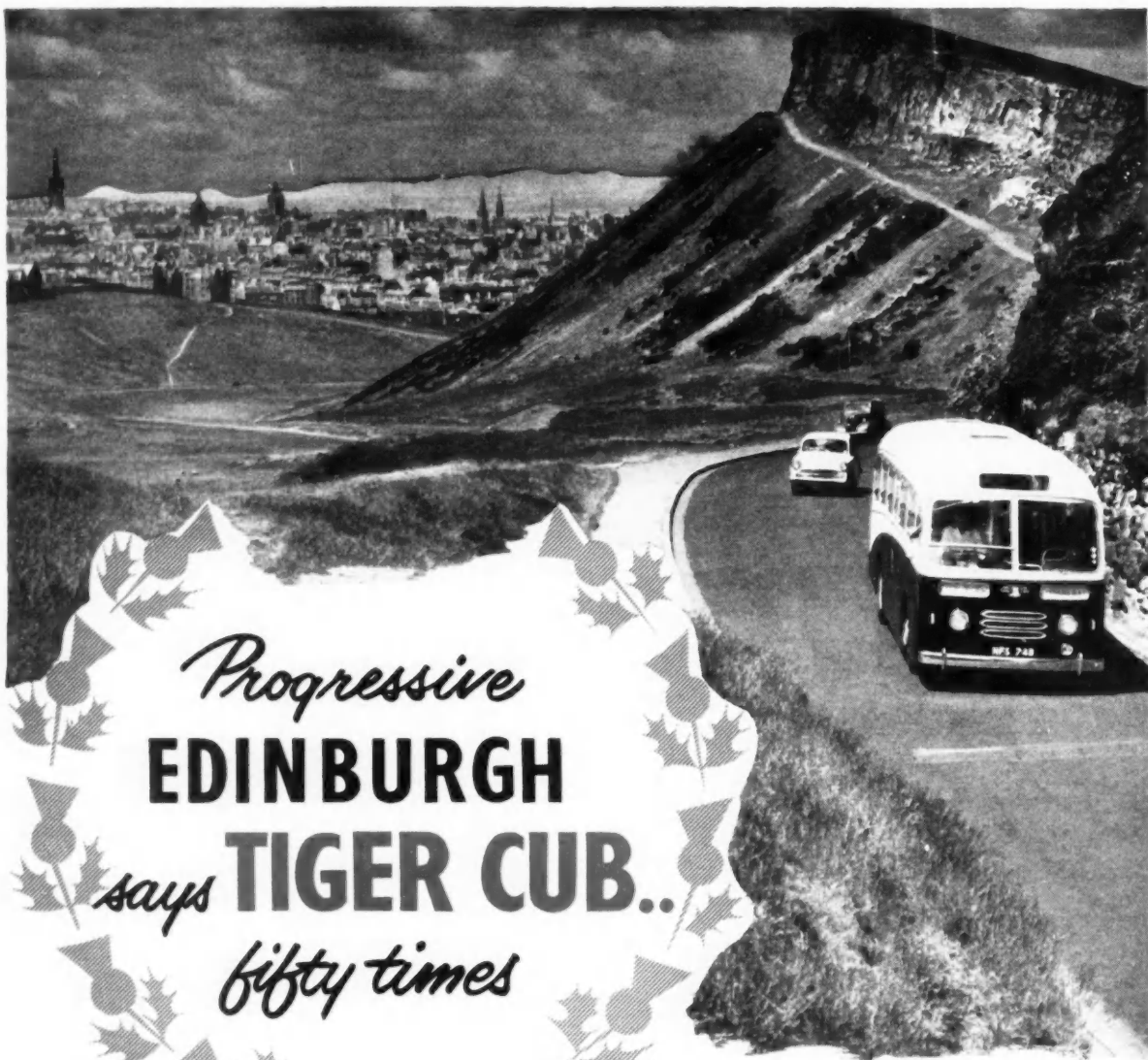
**CHIEFTAIN
AND CLAYMORE**

As with all other vehicles in their range, the new Chieftain and Claymore chassis of Albion Motors Ltd. are fitted with Capasco non-fade, heavy duty moulded brake linings and clutch facings.

CAPASCO

Non-fade moulded brake linings and clutch facings

THE CAPE ASBESTOS COMPANY LTD • 114 & 116 PARK STREET • LONDON W.1 • Tel: GRO 6022



Progressive
EDINBURGH
says **TIGER CUB..**
fifty times

The fortunate citizens of Edinburgh are in luck again! The City Transport Department follows up their investment in Leyland new-style 'Titan' double-deckers by placing an order for fifty 44-seater 'Tiger Cub' single-deckers. Although based on the design that has put this popular bus way out ahead all over the world, there are some important variations. Power has been stepped up by installing a 110 h.p. underfloor diesel in place of the standard 100 h.p. unit. The well-known Pneumo-Cyclic gearbox

(2-pedal control) is coupled with a centrifugal clutch. Automatic chassis lubrication is also an important feature. The bodies will have driver-controlled front doors operated by compressed air, leaving conductor free for fare duties.

These 'Tiger Cubs' are earmarked for city work where they will doubtless follow their normal practice of slicing normal costings pretty drastically . . . and operating with impeccable reliability!

Leyland **TIGER CUB**

LEYLAND MOTORS LTD. Home Sales Office: 3 LYGON PLACE, LONDON, S.W.1. Telephone: SLOane 6117
Export Division: HANOVER HOUSE, HANOVER SQUARE, LONDON, W.1. Telephone: MAYfair 8561

Taxation Change Causes Loss of 48 Tons of Carrying Capacity

THE grant of a new A licence to McKelvie and Co., Ltd., Barrhead, for four specially adapted steel-carrying articulated vehicles was strongly opposed at the continued hearing at Glasgow on Tuesday. The company sought to replace 48 tons of carrying capacity lost when the taxation authorities reclassified six similarly adapted rigid vehicles and trailers as articulated outfits. The case was heard by Mr. W. F. Quin, Scottish Licensing Authority.

Questioned by Mr. C. E. Jauncey, for the British Transport Commission, Mr. J. McKelvie said that of the 92,380 tons of steel carried by their vehicles in the six months ended June 30 last, 22,030 tons were carried on "rail jankers" (specially adapted vehicles for the carriage of large steel plates). Of this traffic, 90 per cent. of the plates were between 27 ft. and 60 ft. long.

Six rail jankers were among the vehicles taken over by the company from London Scottish Transport, Ltd. They were formerly classified as rigid vehicles and trailers, and were capable of carrying up to 20 tons. Since reclassification as articulated vehicles they were restricted to 12 tons.

Despite a steel recession in Lanarkshire, there had been no decrease in the demand for their vehicles. The loss of 48 tons carrying capacity had seriously embarrassed them and, even if the application were granted, they would still be short of vehicles.

Mr. G. Scott, assistant works manager of the Motherwell Bridge and Engineering Co., Ltd., said they specialized in the construction of oil-storage tanks and pre-fabricated steel for atomic plants. McKelvie's were their principal contractors and since their vehicles had been restricted to 12 tons, 200 tons of steel plates which should now be on the site

was still at Motherwell Bridge. The bulk of the plates were 25 ft. long or less and were for tanks, but of those for reactors and exchangers, half were 30 ft. and over.

The company had not tried to find another haulier; it was for McKelvie's, as the contractors, to hire.

There was a shortage of suitable vehicles in Lanarkshire for the carriage of long steel girders and other materials.

Mr. W. McLean, traffic manager of Alexander Findlay and Son, Ltd., structural engineers, Motherwell, said they had used rail jankers since before the war for fabricated materials from 35 ft. to 90 ft. long. They were perturbed that it had become difficult to get this type of vehicle from McKelvie's during the past few months and that they were unable to carry as much as formerly.

Jankers were required for half their output. McKelvie's had carried loads up to 90 ft. long by extending the rails. A quotation by British Road Services for this type of work was too high.

Mr. A. Mackenzie, objecting for Gavin Wilkie, Ltd., Glasgow, submitted that many steel concerns were now producing fabricated material. There was no reason why vehicles and long trailers should not be used. Mr. McLean replied that the cost would be prohibitive and they would not give the support required.

Mr. Quin said that the customer was entitled to choose the type of transport required. The applicants had suffered a loss of carrying capacity and their customers had been prejudiced. It was for the objectors to prove that other forms of transport were more suitable and that McKelvie's would gain an advantage if there were a grant.

The hearing was adjourned until next month.

[The earlier hearing was reported in *The Commercial Motor* on October 17.]

Pay Award Brings Fare Applications

AN application for fare increases which would affect more than 200 services has been made by the West Riding Automobile Co., Ltd. They have asked the Yorkshire Traffic Commissioners to grant increases of up to 1d. on fares between 3d. and 1s.; up to 2d. on those from 1s. 1d. to 2s.; and up to 3d. on fares above 2s.

The company propose to retain the existing 2d. minimum.

Two local authorities—Reading and Newport (Mon)—are also seeking fare increases. At Reading it is proposed that the 2d. minimum should be retained for journeys of up to half a mile, but other 2d. fares should be increased to 3d. Fares of 3d. and over would go up by 1d.

The corporation are to ask for corresponding increases in children's fares, but they will couple this with a request that scholars' permits should be issued to children up to 15 years of age instead of the present 14.

Newport faces a £15,000 increase in the wages bill following the award to bus crews, and the corporation propose to add ½d. for each fare stage.

There will be no application for increases by Burton-on-Trent Corporation, who have to find an extra £4,500. Ald. T. Osborne, chairman of the transport committee, said traffic had steadily increased over the past few months, and if this trend continued fares could be held steady.

Cardiff Corporation made a profit of £1,645 in the first six months of the present financial year, but Mr. R. L. Davies, City Treasurer, forecast last week that the year's trading would end with a £10,000 deficit. The wage award alone would cost the undertaking £35,000.

Gross profit of Doncaster buses in the 1957-58 financial year was £104,717, compared with £102,327 the previous year, according to figures issued last week.

Hauliers Promise Not to Loan Vehicles

AN undertaking was given by G. and C. Johnson (Claxby), Ltd., at Lincoln, last week, that they would not loan their three livestock containers to an associated company, Johnson's Scunthorpe (1956), Ltd., if the vehicles were transferred from special A licence to A licence.

After receiving this promise, D. E. Langton, Ltd., withdrew an objection to Johnson's request for 10 special A vehicles to be transferred to A licence. Mr. A. R. M. Ellis, East Midland Deputy Licensing Authority, granted the application.

Mr. A. C. G. Rothera, for Johnson's, said their fleet of 14 vehicles was fully employed and during the past year had travelled 504,000 miles to earn £45,000. Hiring amounted to £35,500, of which £12,700 was to their associated company. The vehicles, apart from the livestock containers, were responsible for about 254,000 miles and earnings of £23,200.

A slight increase in unladen weight from 31 tons 11 cwt. to 34 tons 5 cwt. was due to the need to carry grain and fertilizers in bulk, for which high sides had to be fitted. The varied commodities carried were mainly within a radius of 150 miles, but included Bristol, Cardiff, Southampton, North Wales, Newcastle and Glasgow.

A mistake in publication, which suggested that they were seeking two additional cattle containers when, in fact, they were still entitled to three on the special A licences, was probably responsible for the two objections originally received.

Mr. C. Hunter, for D. E. Langton, Ltd., said they would be satisfied if the containers were confined to the Claxby company.

FOUR-YEAR PLAN FOR SCOTTISH ROADS

A LARGE number of new schemes to improve cross-country communications in Scotland is included in a four-year programme of roadworks which has been drafted by the Scottish Home Department.

The largest scheme will be the improvement of the Glasgow-Edinburgh and Perth-Dundee trunk roads, which will both have dual-carriageways. On the Glasgow-Carlisle road it is proposed that dual carriageways should be provided from Glasgow to the English border.

TEESVILLE BUS DISPUTE

AN appeal has been lodged by the Tees-side Railless Traction Board against a decision by the Northern Traffic Commissioners refusing them a new service between Eston and Middlesbrough to serve Teesville. A public inquiry will be held at Middlesbrough next Wednesday.

The Board are also appealing against the Commissioners' decision to allow United Automobile Services, Ltd., to vary one bus an hour on the Stockton-Saltburn route. This bus would serve part of the area in dispute.

New Models Have Air Suspension

FROM JOHN F. MOON

TURIN, Tuesday.

AIR suspension is a strong feature of the Turin Show, which opens tomorrow and closes on November 16. Pirelli Saga Elipress air springs are fitted at front and rear of two new Fiat passenger chassis. A representative of the company told me that there was a big demand for air suspension for buses, but his company did not intend yet to fit it to goods vehicles.

Used Duty-free Oil in Lorries: Big Fines

WHILE checking the purchase of oil made by a gravel company, a Customs and Excise officer discovered that between February and October, 1957, fuel liable to duty had been bought only once, although the concern ran two lorries. This was stated at Whittlesey, Cambs, on Monday, when the Northey Gravel Works Co., Ltd., and a director, Charles Dale, were each fined a total of £92.

The company admitted four charges of using duty-free oil in their vehicles, and Dale—vice-chairman of Whittlesey Urban District Council—pleaded guilty to aiding and abetting.

Mr. P. Cussen, prosecuting, said the company kept a stock of duty-free oil for use in tractors and stationary machines, but no stock for the lorries. After the officer's inspection, Dale was questioned and said drivers were instructed to buy fuel from garages. However, the drivers later stated that they had not bought any outside.

Subsequently, Dale admitted that the vehicles had used duty-free oil for local sand and gravel deliveries and for taking gravel from the pits to the screening plant. He said he had not realized that the lorries were using this fuel on outside deliveries and as soon as it came to his notice he made arrangements for proper fuel to be supplied.

Mr. Cussen added that about 1,300 gallons of duty-free fuel had been consumed during the period, on which duty would have been £162.

Mr. G. Taylor, defending, pointed out that an offer to pay the duty had been rejected because the Commissioners preferred to prosecute. Dale had freely admitted the offences, but the reason behind them was that he had left too much to his employees.

The magistrates imposed fines of £23 on each of the eight charges, with £5 5s. costs.

DOUBLE-DECK COACH FOR RIBBLE

A NEW double-deck coach, accommodating probably 51 passengers in adjustable reclining seats, will be operated experimentally by Ribble Motor Services, Ltd., and W. C. Standerwick, Ltd., on express services next summer. It will be based on a Leyland Atlantean chassis.

It will have ample luggage accommodation and a toilet compartment. There may be even a small kitchen from which light refreshments can be dispensed by a courier.

D2

Fiat tonight announced big reductions in the prices of commercial vehicles—in some cases as much as £175.

One of the highlights of the Show is a new Isotta Fraschini underfloor-engined coach with air springs and an automatic gearbox. There is also a new Isotta Fraschini lorry.

Macchi are now offering German Büssing air springs, as seen at the Frankfurt Show last year.

Firestone air springs are combined with normal semi-elliptics, in which air bags act as the rear swinging shackles, in two new Bartoletti trailers.

Viberti have a new 4 x 4 dumper of about 8-cu.-yd. capacity. Not all the exhibits have yet arrived, but Viberti models with Ceat air springs are expected. Lancia also have a 4 x 4 with a horizontal petrol engine.

An outstanding O.M. model is a bus with a rear-mounted supercharged oil engine. The supercharger can be brought into use while the vehicle is moving.

The Show will be fully reported and illustrated in next week's issue.

7s. WAGE OFFER ACCEPTED

ON the recommendation of the Transport and General Workers' Union and the National Union of General and Municipal Workers, delegates of municipal busmen on Wednesday accepted the employers' offer of a wage increase of 7s. a week.

DEATH OF MR. L. C. KITSON

WE regret to announce the death of Mr. L. C. KITSON, director of Glover, Webb and Liversidge, Ltd., and managing director of Regal Garage (Old Kent Road), Ltd. He was 64.

Firestone in Portugal: A tyre factory is under construction near Lisbon for the Firestone Tyre and Rubber Co., Ltd. Production is due to begin late in 1959.

Trojan to Merge? Discussions are proceeding with a view to merging the interests of Lambretta Concessionaires, Ltd., London, S.W.20, and Trojan (Holdings), Ltd., of Croydon.

"C.M." Index: The index to Volume 107 of *The Commercial Motor*, February-July, 1958, is obtainable from Temple Press Limited, Bowling Green Lane, London, E.C.1, at 4d. including postage.

New H.P. Offices: The North Central Wagon and Finance Co., Ltd., opened a new branch office at 12 Park Road, Peterborough, on Monday. Another office, at 37 Murray Road, Workington, is to be opened on November 10.

£45m. Debt: At the middle of this year, state the Treasury, the total debt on hire-purchase and other forms of instalment credit for commercial vehicles totalled £45m., only £5m. less than the sum in respect of new private cars.

New Semi-trailer Uses Cary Laminaire Springs

PREVIOUSLY engaged in the production of light trailers, Boden Trailers, Ltd., Royton, Oldham, have now entered the heavy semi-trailer field with a 12-ton platform model. It incorporates the Cary Laminaire system of progressive leaf-spring suspension. This is thought to be the first production use of this design.

The main leaf spring which carries the cambered tubular axle bears at its rear end on a short additional leaf spring. Only the tips of the springs touch when the trailer is unladen, but as the load is added they tend to lie flat against each other, shortening the effective length of the main spring and thus stiffening the suspension.

The 12-ton semi-trailer has 12-in.-deep pressed-steel chassis side members, 7-in.-deep pressed rave rails, vertical-screw oil-baths landing gear and 15½-in.-diameter brake drums with 6-in.-wide facings. Tyres are 9.00-20-in. 12-ply.

A 14-tonner of similar design will follow shortly and a complete range of semi-trailers with capacities from 10-20 tons is planned.

TROLLEYBUS PLAN REJECTED

PROPOSALS drawn up by Portsmouth Transport Department's general manager, Mr. H. C. Simmonds, for starting the withdrawal of trolleybuses in favour of motorbuses, were rejected by the transport committee last week.

He pointed out in a report that overhauls of trolleybuses between 1959 and 1965 would cost £114,000, and expenditure on overhead equipment and standards might cost up to £124,000.

GLASGOW SAFETY MOVE

GLASGOW is to have a full-time road safety officer, it was announced last week. Cllr. T. Kay said Mr. George Kerr, of the Town Clerk's department, had been appointed to the post and would take up his duties on December 1. It was hoped that this move would help to reduce the number of accidents in the city.

Micrograms . . .

Manchester Move: The Manchester branch of Advance Motor Supplies, Ltd., is now at 52 Whitworth Street, Manchester, 1.

Railway Report: The Minister of Transport said last week that an investigation into the prospects of railway goods services was nearly completed, and the findings would be announced shortly.

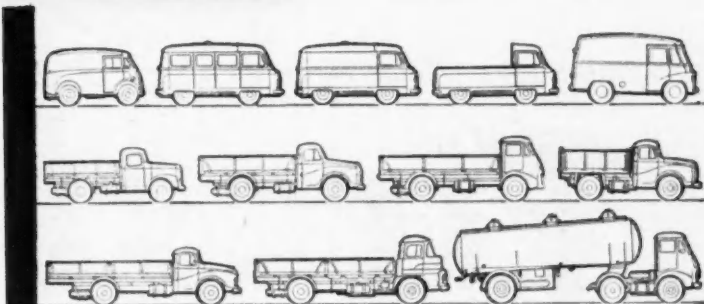
Sidney Holes Address: The address of Sidney Holes Electric Vehicles, given on October 24 as Station Road, Hailsham, Sussex, should have been Withean Works, London Road, Withean, Brighton, 6.

Twiflex Couplings: An agreement has been concluded between Twiflex Couplings, Ltd., and Zahnsadfabrik Renk AB, Augsburg, Germany, whereby the German company will manufacture the complete range of Twiflex automatic clutch and flexible couplings.

Cummins Progress: For the past six years, more than 50 per cent. of all oil-engined trucks registered in the United States have been powered by Cummins engines. The company's target for 1958 is 58 per cent., said Mr. R. E. Huthstainer, president, in New York.



Top gear on metalled roads is one thing; mud plugging on building sites is something else again. I need vehicles that can cope with either and, by Morris, I've got 'em! Truck or tipper, they take a beating twenty times a day, but they always come back for more. That's Morris toughness for you!



12 MONTHS' WARRANTY



THE FULL RANGE

10 cwt., 1, 1½ and 2 ton vans, J2 van, pick-up and minibus, 1½, 2, 2½, 4, 5 and 7 ton trucks, 5 and 7 ton tippers. Also prime movers. Forward or normal control, petrol or diesel engines.



B.M.C. SERVICE—THE MOST COMPREHENSIVE IN EUROPE

MORRIS COMMERCIAL CARS LTD., ADDERLEY PARK, BIRMINGHAM, 8
Overseas Business: Nuffield Exports Ltd., Oxford and 41/46, Piccadilly, London, W.1

MC19/R

D3

Firestone

SUPER TRANSPORT

tyres will cut your costs

Firestone

SUPER TRANSPORT

tyres will cut your costs

Firestone

SUPER TRANSPORT

tyres will cut your costs

ASK THE OPERATORS WHO USE THEM



"London Buses Are on the Way Out"

THE days of the London bus are numbered, according to Mr. Alexander Samuels, chairman of the London and Home Counties Traffic Advisory Committee.

He says: "As more people can afford cars, buses lose passengers and become uneconomic."

"There is a parallel here with the ousting of public baths by private bathrooms; the cinema by television. Public transport in London may have no future. The underground is an economic user, but the bus is certainly on the way out."

Mr. Samuels believes that new roads will have to be built, but urges that the present character of London should not be destroyed to make way for them.

AUSTRALIAN ATTACK ON BRITISH MARKET

PLANS by Repco, Ltd., Melbourne, Australia, to compete in Britain in the supply of transport service equipment were outlined exclusively to *The Commercial Motor* on Tuesday. The company's range of appliances, which includes crankshaft grinders, oil-engine injection service equipment, valve grinders and small tools, such as torque wrenches, is produced against a home background of high labour costs in the vehicle-maintenance trades, and it is thought that special design features incorporated to reduce these charges will appeal to British operators.

Repco, with a capital of £7m., also produce components, including clutch centres, pistons and rings and transmission shafts and joints, for vehicles made in Australia, and as replacements for British, American and Continental models. World-wide export business rose by 24 per cent. during the past year.

The company's London office is at 59 St. James's Street, W.1.

"Dodgem" Gear Classed As Indivisible Load

THE "dodgem" equipment carried on a trailer by a fairground showman was classed by Nottingham magistrates, last week, as an "indivisible load of exceptional length." They dismissed a summons against Arthur Armstrong, Coalville, Leics, for towing a trailer more than 22 ft. long.

P.C. Shirley said he measured the trailer and found it was 24 ft. long, which contravened the Construction and Use Regulations. The "dodgem" equipment was only 20 ft. 7 in. long.

In evidence, Armstrong claimed that the equipment was, in fact, 23 ft. 6 in. long, and it would have been unsafe to divide it into small pieces for transportation. On his behalf, Mr. J. Deave pointed out that the regulations did not apply to trailers carrying indivisible loads of exceptional length.

The magistrates accepted this submission, but imposed fines totalling £9 on Armstrong for having inefficient brakes.

ANOTHER MOTORWAY EXPRESS?

AN express licence linking London and Manchester via the new motorway may be sought by the North Western Road Car Co., Ltd. Mr. G. Brook, general manager, said they were actively considering this move. The Birmingham and Midland Motor Omnibus Co., Ltd., have already asked for a Birmingham-London licence via the motorway.

"TACKLE STRIKE PROBLEM"

EVENTS of the past year gave encouragement for the future, but it was important to solve the problem presented by the unofficial strikes which had bogged down some of our important industries. This was stated by Mr. John Oldham, chairman and joint managing director of Oldham and Son, Ltd., in London last week, at the company's Motor Show dinner.

Authority Hears of Special-A Deal

A DEAL involving a special A licence was described to the East Midland Deputy Licensing Authority, Mr. A. R. M. Ellis, last week. He was told that Mr. T. H. Creasy, Boston, bought a vehicle last February believing it to be covered by a special A licence held by Mr. S. L. Harness.

However, Mr. Harness did not own the vehicle concerned—he had a special A licence for another vehicle and later applied for this to be deleted in favour of Mr. Creasy's lorry. In July, Mr. Harness' licence was revoked because he had made a false statement in an effort to secure this variation.

At last week's hearing, Mr. Creasy asked for an A licence. He explained that he had operated his vehicle until being prosecuted for not having a licence. When he told Boston magistrates the facts they granted him a conditional discharge, and then the Licensing Authority allowed him a short-term A licence until a substantive application could be made.

Mr. D. Brown, for Mr. Creasy, said this hearing was originally fixed for September, but had to be adjourned with the serious consequence that now it was the middle of the sugar beet season and witnesses were unable to get away. The only evidence available, apart from that of Mr. Creasy, was two letters.

Mr. Ellis pointed out that, whilst he had every sympathy with the applicant, A licences could not be granted without evidence.

Mr. Pratley, for the objectors, submitted that they would not oppose an adjournment. Mr. Harness had appealed against the revocation decision, and that had still to be heard. Two licences could not be granted to replace one, so the case should not be re-listed until the appeal had been settled.

Granting a short-term licence for three months, Mr. Ellis said it would be entirely without prejudice to the substantive hearing.

PEAK IN BULK CEMENT DELIVERY

DURING September, October and November, bulk cement delivery in Norway is running at its peak before mid-winter puts an effective brake on operations. During October, for example, Christiania Portland Cementfabrik, of Slemmestad, hauled 16,000 metric tons to producers of ready-mixed concrete, industrial and housing sites and dam-building projects, in and around Oslo.

Although the average distance travelled by the tankers is just over 20 miles, the 11 Leyland Beavers and seven Comets all cover 40,000 miles annually. The pressurized tanks of the Beavers have a capacity of 7 tons, and the Comets 6½ tons. In addition, the Beavers haul a 5½-ton single-axled trailer-tanker.

During the peak season, the fleet works round the clock, in three shifts. Routine servicing and maintenance up to heavy docking are undertaken by the company's transport department, making full use of the unit-replacement system.



Cement being unloaded under pressure from a Leyland Beaver and tanker-trailer at a central receiving station near Oslo's harbour.

Commissioners Warn Bus Operators

WHEN the North Western Traffic Commissioners continued hearing a works service application by Eagle Motors, Huyton, last week, they were told that one of the objectors, Ribble Motors Services, Ltd., had decided to improve their own facilities for workers. Eagle Motors were seeking a short-term licence for a service between Liverpool and three glass works at St. Helens (*The Commercial Motor*, October 24).

Four people employed at the works gave evidence of their transport problems and said it was particularly difficult to reach the works in time for the 7 a.m. shift because Ribble did not operate early enough. All existing Sunday services were inadequate, they claimed.

Mr. G. Dawes, a Ribble traffic assistant, replied that Ribble were now applying for an earlier service and for extra Sunday facilities. This application had been put in since the beginning of the case and would remedy any defects in their operations.

He pointed out that Ribble had provided frequent services between Liverpool and St. Helens for 30 years, and there seemed no reason why Eagle Motors should run special services on the route. Recently there had been a sharp decline in traffic.

Mr. S. Heath, of St. Helens Corporation, said that three years ago the corporation were asked about transport by the glass factories but the matter did not go any further.

For British Railways, Mr. T. Booth submitted that the application was unnecessary because a half-hourly diesel service was to be inaugurated shortly between Liverpool and St. Helens. However, this was described as a "pious hope" by Mr. E. A. Whitehead, for Eagle Motors.

Reserving decision on Eagle Motors' application and the application by Ribble, Mr. F. Williamson, chairman, warned Eagle Motors to be careful not to operate in future without a licence.

NEW SOUTH AFRICAN INTERESTS

ALL the share capital of Eugene Lauf (Pty.), Ltd., and Lumenite (Pty.), Ltd., two South African manufacturers of pistons and cylinder liners, has been acquired by the Associated Engineering organization.

More than 90 per cent. of the holders of the capital of Engineered Replacements Holdings, a South African distributor of engine components, have accepted an offer from Associated Engineering for their shares.

WARD ACQUIRE ROOTES DEALERS

THE share capital of E. H. Pickford and Co., Rootes main dealers, Sheffield, has been acquired by Thomas W. Ward, Ltd., Mr. H. W. Secker, Ward's chairman and managing director, and Mr. R. Askham, a director of the Deighton Motor Co., Ltd., have joined the board. Pickfords will continue under existing arrangements.

D6

Still Trying to Set Up Rates Schedule

FOLLOWING a meeting of their rates sub-committee on Wednesday, the long-distance hauliers' committee of the Road Haulage Association yesterday received a report on the sub-committee's efforts to try to establish recommended tonnage rates based partly on mileage between certain points. The work has been in progress for some time.

Reports were also received from members on arrangements that they had made to recognize extra effort by drivers under the general 30 m.p.h. speed limit. Some time ago the R.H.A. promised to give the unions evidence of such arrangements where it was found that the increase in the speed limit on heavy goods vehicles from 20 m.p.h. to 30 m.p.h. had increased the turnover of traffic.

Another report was on progress made in the preparation of the new edition of the directory of long-distance hauliers.

MORE PROGRESS ON GREAT NORTH ROAD

TRAFFIC was flowing this week on two further lengths of twin carriageway on the Great North Road. Between Buckden railway bridge and Ellington Brook, Hunts, work started in February and has been completed three months ahead of schedule. This stretch of road is 2½ miles long and cost £175,000.

The second section, between Astwick Turn and Newspring Cottages, Beds, is 2½ miles long and cost £100,000. It is expected that another five miles of twin carriageway road will be completed by the middle of this month, bringing the total to 48 miles.

"Hauliers Can Defeat Labour's Plans"

EVEN if Labour won the next election, the Road Haulage Association could defeat their road transport policy, according to Mr. J. Walsh, chairman of the R.H.A.'s Dudley sub-area. At a ladies' night last week he forecast difficult days ahead for the industry, especially with the threat of renationalization.

The best way to combat this, he declared, was for members to give their help and support to the Association.

Mr. A. R. Butt, West Midlands Area chairman, said they had been repeatedly told that if there were a change in government, hauliers would be pushed out of business. It was a possibility they had to face, and one which must be fought with every means at their disposal.

"BARDIC FERRY" MAKES FIRST TRIP FROM ANTWERP

THE latest addition to the Transport Ferry Service's fleet, m.v. "Bardic Ferry", docked at Tilbury on Tuesday after her first voyage from Antwerp. The vessel was transferred from the Preston-Larne service because of increasing demands for Continental "drive-on, drive-off" facilities.

The "Bardic Ferry" will make three voyages a week in each direction. She can carry 90 vehicles and 55 passengers at 14 knots. In the past two years the volume of traffic had increased threefold.

NEW B.R. ROAD DEPOT

A NEW maintenance depot which will cater for the whole of the Scottish road fleet of British Railways has been brought into operation in Glasgow. It is adjacent to Eglinton Street Station and has a two-storey office block and a large workshop.

New Transport Companies

Mayday Haulage Co., Ltd. Cap. £3,000. Dirs.: Thomas W. Mason and Sarah E. Mason, Westlands, Bosley, near Macclesfield, Ches., and Ronald F. Day, Basford Bridge Farm, Cheddleton, near Leek, Staffs. Sec.: R. F. Day. Reg. office: Basford Bridge Farm, Cheddleton, near Leek.

S. and M. Street's Transport, Ltd. Cap. £500. Dirs.: Mrs. Sylvia Street, Orchards, Kolve, Somerset, and Michael C. W. Street, 42 South Road, Watchet, Somerset. Sec.: Florence E. Willicombe. Reg. office: South Road, Watchet.

Hartz Transport, Ltd. Cap. £100. Dirs.: Solomon Hartz and Mrs. Kitty Hartz, Flat 43, 4 Grand Avenue, Hove, and Michael Hartz, Flat 41, 4 Grand Avenue, Hove. Sec.: M. Hartz. Reg. office: 7 Grosvenor Gardens, London, S.W.1.

Felton Transport, Ltd. Cap. £3,000. Dirs.: Culbert Sower Shutt, Riverside, Felton, and Laurence Sower Shutt, Woodburn, West Thirton, Northumberland. Sec.: C. Sower Shutt. Reg. office: Western Lodge, Little Benton, Newcastle upon Tyne.

Terence A. Johnsey, Ltd. Cap. £100. Dirs.: Terence A. Johnsey and Mrs. Margaret T. Johnsey, 2 Walsall Street, Newport, Mon. Sec.: Margaret T. Johnsey. Reg. office: 2 Walsall Street, Newport.

Hillcroft Haulage, Ltd. Cap. £10,000. Dirs.: Fred Wood and Davis Wood, 80 Aberford Road, Stanley, near Wakefield; Malcolm Wood, Dandy Mill, Knottingley Road, Pontefract; Cyril Woodline and Alfred N. Leonard. Sec.: C. Woodline. Reg. office: 80 Aberford Road, Stanley, near Wakefield.

G. Simms and Co. (Hucknall), Ltd. Cap. £3,500. Dirs.: Robert E. Paulson and Jean A. Baxter, 335 Valley Road, Nottingham, and Gordon Simms, 14 Byron Street, Hucknall, Notts. Sec.: Jean A. Baxter. Reg. office: 335 Valley Road, Nottingham.

F. R. Coombes and Co., Ltd. Cap. £1,000. Dirs.: Frederick R. Coombes, 36 Wash Lane, Ravenstone, Leicester, and Ivy L. Coombes, 3 Coalville Lane, Ravenstone, Leicester. Sec.: Ivy L. Coombes. Reg. office: 175 Horninglow Street, Burton-on-Trent.

Ridlake, Ltd. Cap. £100. Subs.: Jean Herbert and Thomas A. Herbert, 156 Strand, London, W.C.2. Sec.: T. A. Herbert.

Henry C. G. Shell, Ltd. Cap. £1,000. Dirs.: Cyril S. Lawson and Mrs. Emmie M. Lawson, 640 Hertford Road, Enfield, Midds. Sec.: Cyril S. Lawson. Reg. office: 35 Grove Road, Enfield.

E. W. Edgson (Wholesale), Ltd. Cap. £7,500. Dirs.: Ronald E. Bird and Mrs. Joan Bird, Erdos Farm, Sythampton, Stourport-on-Severn; William Davis and Mrs. Jean I. Davis, 705 Aylestone Road, Leicester. Sec.: Jean I. Davis.

Herbites, Ltd. Cap. £100. Subs.: Jean Herbert and Thomas A. Herbert, 156 Strand, London, W.C.2. Sec.: T. A. Herbert.

Birchley and Isen, Ltd. Cap. £500. Dirs.: Robert J. Birchley, 184 Chessetts Wood Road, Hockley Heath, Solihull, and Ernest J. Nettle, Carn Brea, Station Road, Dorridge, Solihull. Sec.: E. J. Nettle. Reg. office: 8 Newhall Street, Birmingham.

A.G. and P. E. Wakley (Transport), Ltd. Cap. £100. Dirs.: Anthony G. Wakley, 36 Denton Avenue, Grantham, and Philip E. Wakley, 28 Rutland Street, Grantham. Sec.: Alice Wakley. Reg. office: Tony's Place, Spitalgate Hill, Great North Road, Grantham.

A.G. and P.E. Wakley (Vale), Ltd. Cap. £100. Other particulars as for A.G. and P.E. Wakley (Transport), Ltd.

Winn (Sportsman Coaches), Ltd. Cap. £1,000. Dirs.: John R. Winn, 96 Lyme Cross Road, Huyton; Gifford Lloyd, 98 Peterborough Drive, Netherton, near Liverpool, and Richard C. Jones, 39 Windy Arbor Road, Whiston, near Prescot. Sec.: Norma M. Jones. Reg. office: 6 Cross Lane, Whiston.

Harper and Mylrea, Ltd. Cap. £5,000. Dirs.: Reginald G. Harper, 16 Heath Drive, Upton, Ches.; John B. Harper, 25 Bryanson Road, Preston, and William Mylrea, 1 Castleside Road, Liverpool, 12. Sec.: J. B. Harper. Reg. office: 20 Chapel Street, Liverpool, 3.

Ladecra Transport, Ltd. Cap. £100. Subs.: Jean Herbert and Thomas A. Herbert, 156 Strand, London, W.C.2. Sec.: T. A. Herbert.

Take-over of Coach Licence Opposed

AN application by Smiths Luxury Coaches (Reading), Ltd., to take over an excursion and tours licence held by Mrs. Laura Townsend, Crowthorne, near Wokingham, was adjourned by the South Eastern Traffic Commissioners, last week, following an objection by Brimblecombe Bros., Wokingham.

For Smiths, Mr. A. G. Goodeve-Docker said Mrs. Townsend received the licence when her husband died in July, 1956. She had sold the business to Smiths, conditional upon the licence being transferred.

For Brimblecombe Bros., Mr. J. May submitted that the licence had not been operated effectively for two years, and it was not in the public interest that a transfer should take place. Brimblecombe Bros. were licensed to pick up passengers at Crowthorne, but there was little business. The only result of a transfer would be loss of revenue to them.

Mr. Goodeve-Docker replied that Brimblecombe Bros. should not say competition was unfair just because they were afraid of it or did not like it. That was a cry of panic.

The Commissioners were told that in 1956 Townsend's coaches operated 4,894 passenger journeys. In 1957 the figure dropped to 441, and this year it was 416. They adjourned the case for further figures to be produced.

STANDARDS FOR FORK TRUCKS

A CODE of recommended practice for the measurement of the stability factors of fork-lift trucks has been established by the industrial-truck section of the Federation of European Manufacturers. This was done at a conference in Ostend. The code was also agreed to by a delegate from the Industrial Truck Association of America.

The section also discussed the standardization of driving controls, voltages for battery-electrics, the design of lift carriages (to permit the fitting of various types of apparatus), and tyres. Production and sales figures may be interchanged among manufacturers.

The next meeting of the section will be held next spring in Paris.

These Thames 5-cwt. vans are being placed on ship for export to Los Angeles, California, for the Singer Sewing Machine Co. The company use this type of vehicle in Britain and many other parts of the world. The shipment was of 50 vans, representing an initial American order for consignment to eight destinations in the U.S.A.

PROFIT AND LOSS

John I. Thornycroft and Co., Ltd., £208,901 profit. Year's dividends 7½ per cent.

Shelvoke and Drewry, Ltd., £98,145 profit before £52,321 tax. Year's dividends 15 per cent.

Standard Motor Co., Ltd., £1,003,582 net profit after £1,321,449 tax. Year's dividends 12 per cent.

Crompton Parkinson, Ltd., £1,112,429 net profit after £1,527,380 tax. Year's dividends 12 per cent.

Vokes, Ltd., £149,599 net profit after £307,237 tax. Year's dividends 25 per cent., including 5 per cent. bonus.

Smith's Stamping Works (Coventry), Ltd., and subsidiary, £185,456 group net profit after £213,269 tax. Year's dividends 12½ per cent.

Farming Association Fined Over Hours

A CHECK on the records of drivers working for West Breconshire Farmers' Association, Ltd., brought to light 225 hours' offences, it was stated at Brecon last week. The Association were fined a total of £147 16s., and fines amounting to a similar total were imposed on 10 drivers.

The hearing lasted three days, and a special court had to be held because the Association's secretary, Samuel Morgan, who had to answer the charges, is chairman of Brecon magistrates.

For the prosecution, Mr. W. Tillyard said drivers had consistently worked excessive hours with insufficient rest periods. The records, which had been examined by a senior traffic inspector, proved this.

Mr. H. Llewellyn, defending, pleaded that the offences were purely technical. It was unfortunate that the Ministry of Transport had inspected records during the Association's busiest period. They were bound to fulfil their obligations to customers.

The Association were ordered to pay £26 15s. advocate's fee.

COACH COMPANY WOUND UP

AN order for the compulsory winding up of Wembley Coaches, Ltd., Clarendon Road, Harrow, Middx, was made in the Chancery Division, on Monday, by Mr. Justice Vaisey, on a petition presented by Judgment creditors for £412.

"Ludicrous" Limit on Football Service

FOOTBALL supporters at Bracknell, Berks, may travel to Reading F.C. away games on vehicles operated by Smiths Luxury Coaches (Reading), Ltd., but for home matches they have to use other facilities. Pointing this out to the South Eastern Traffic Commissioners last week, Mr. A. G. Goodeve-Docker, for Smiths, said the position was ludicrous.

He explained that Smiths held an excursion and tours licence from Binfield, with a picking-up point at Bracknell, which entitled them to carry passengers to away football fixtures. However, when Reading F.C. played at home Bracknell was excluded as a picking-up point, and the company wanted this restriction removed.

The Commissioners upheld objections by Brimblecombe Bros., Wokingham, and British Railways, both of whom claimed that existing facilities were adequate.

Brimblecombe Bros. also opposed Smiths' request for tours to Gatwick Airport from Reading, pointing out that they had lodged a similar application. The Commissioners made the grant to Smiths, but restricted the vehicle allowance to two instead of the six asked for.

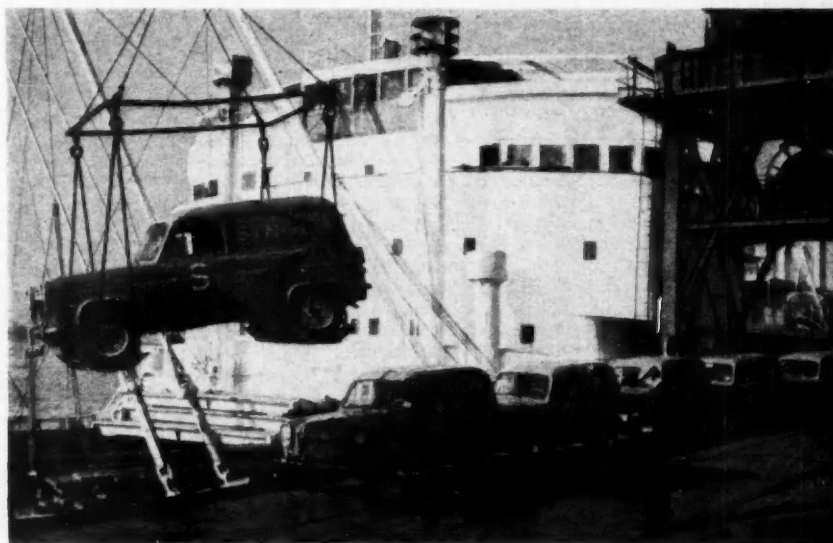
There were no objections to Smiths' application for tours to Sandbanks and for football excursions to Colchester, Nottingham, Mansfield and Newport (Mon). These were granted.

OBITUARY

WE regret to record the deaths of Mr. C. H. ROWLEY and LT.-COL. SIDNEY EDWIN THOMAS.

Mr. Rowley joined the Austin Motor Co., Ltd., in 1911 and became service technical manager in 1947. Six years later he was appointed deputy general manager of the service department, and in 1956 he became sales manager of the fleet division. He was 64.

Lt.-Col. Thomas founded S. E. Thomas and Sons, Ltd., hauliers, Aylesford, Kent.



B.T.C. Follow Up Plea to Tribunal

THE renewal of a two-vehicle A licence held by Mr. P. A. Thorne, Eastville, Bristol, was strongly opposed, last week, by the British Transport Commission. One of the vehicles was added to the licence last December, and in June a B.T.C. appeal against this was rejected by the Transport Tribunal.

The Tribunal stipulated, however, that an automatic renewal should not be granted by Mr. S. W. Nelson, Western Licensing Authority. He had allowed the words "general goods" to be included in the normal user of the addition, which was a description to be deplored, but the situation had been improved by adding: "Mainly feeding stuffs, machinery and lead any distance, normally 150 miles."

They ordered that full evidence should be produced as to the places visited by the additional vehicle in a year.

At last week's hearing, Mr. Thorne was questioned about his figures by Mr. R. Crowe, for the B.T.C. He said he remembered an undertaking being given that 50 per cent. of the work would be removals, and the remainder would be carried out for Fry's Metal Foundries. He agreed that since the grant nothing had been earned for removals and Fry's had moved from Bristol to Kidderminster.

Mr. Crowe: Did you know this [Fry's move] was going to take place?

Mr. Thorne: It was rumoured.

Mr. Crowe: Why didn't Mr. Carey, who gave evidence for the foundry, inform the Licensing Authority?

Mr. Thorne: I suppose it was because he was not sure. In any case, it was my son who gave evidence last time.

After Mr. Crowe had suggested that Mr. Thorne's son should again give evidence, Mr. T. D. Corpe, for the

applicant, demanded: "What else do you require?"

Mr. Crowe replied that he wanted details produced in accordance with the Tribunal's ruling.

Mr. Thorne had requested a common normal user for the two vehicles—12 named traffics in England, Scotland and Wales. His application was adjourned *sine die*, leaving him free to operate until a decision to the contrary was given.

MUNICIPAL OPPORTUNITIES

Hartlepool Corporation are to buy an S.D. refuse collector.

Durham County Council are to buy two Commer 30-cwt. vans.

Sunderland Rural District Council require a refuse collector.

Redditch Works Committee seek to purchase two Dennis Paxit refuse collectors.

Dudley Corporation are to buy a Bedford-Compressmore refuse collector.

Middlesex Supplies Committee seek tenders for the supply of a Bedford utility.

Mansfield Health Committee recommend the purchase of an S.D. refuse collector.

St. Marylebone Works Committee propose to buy a Karrier B-ntam from Rootes, Ltd.

Nottinghamshire County Council are to purchase three lorries and a Bedford-Lacre sweeper.

Northampton Transport Committee seek tenders for the supply of a B.M.C. personnel carrier.

Stockport Corporation are recommended to order a 3-ton tipper from the Stockport Motor House, Ltd.

Cardiff City Council are recommended to buy seven S.D. refuse collectors and a Dennis gully-cesspool emptier.

Smethwick Works Committee propose to order a Morris 1-ton van from E. E. Brown and Co. (Smethwick), Ltd.

Aberlillery Urban District Council are to buy a Karrier Bantam and a Gamecock refuse collector, and a Bantam lorry.

Newport (Mon) Borough Council are recommended to order a gully-emptier from Jones Newport Garage, Ltd.

Glasgow Fire Brigade Committee wish to obtain a dual-purpose fire appliance and a turntable ladder. The lighting committee propose to replace six tower wagons.

Accrington Corporation are to buy a Dennis gully-emptier, also a Bedford-Homalloy tipper from Taylor Bros. (Accrington), Ltd. The transport committee seek tenders for the supply of four double-decker chassis.

Special Bedfords for London Show

AT an exhibition of municipal vehicles to be held all next week in the Shaw and Kilburn showrooms, Berkeley Square, London, W.1, Bedfords are showing three special-bodied vehicles for the first time.

They are a 7-ton tipper with a heated body for roadstone, a 7-cu.-yd. refuse collector on a 2-ton chassis and a road sweeper. The tipping body, built by Harry Dando, Chipping Sodbury, is of double-skin construction, insulated with glass-fibre. Oil-filled heating coils are located in the floor, the heat being provided by a generator driven off the propeller shaft. A heat-exchange unit is embodied in the oil system.

The temperature of heated roadstone can be maintained at 260° F. while running. When stationary, the temperature can be held by mains current.

The refuse collector has an Eagle body with a loading height of 4 ft. 2½ in. The road sweeper is built by Lacre Lorries and can be supplied with full-width brush.

Other exhibits will include ambulance bodies by Herbert Lomas, an Eagle Compressmore 12-20-cu.-yd. refuse body on a 6-ton forward-control chassis with six-man cab, a 3-ton short-wheelbase chassis and cab, and a Martin Walter Utilabake.

MORE 40 M.P.H. ROADS IN LONDON NEXT YEAR

MORE lengths of road in the London Traffic Area are to have 40 m.p.h. restrictions, following a report to the Minister of Transport by the London and Home Counties Traffic Advisory Committee. This move, affecting 24 miles of road, will be the second stage of the general 40 m.p.h. speed limit experiment in London—the first stage came into operation last March.

Eighteen of the 24 miles are at present covered by a 30 m.p.h. limit, and the remainder is unrestricted. The new regulations will come into operation on February 14, and a month later the Minister will probably begin a report for Parliament aimed at extending the 40 m.p.h. scheme to places where similar conditions exist outside London.

UNIT EXCHANGE IN AFRICA

AN exchange scheme for worn major units has been introduced in South Africa by Leyland Albion (Africa), Ltd., and throughout the Central African Federation by Leyland Albion (Central Africa), Ltd. The scheme follows the pattern employed in Britain by the Leyland service organization.

The arrangement covers the supply of re-manufactured units, tested and guaranteed, and particularly of engines, gear-boxes, differential assemblies, fuel injectors, pumps and electrical equipment. The service is available in 14 towns in the Union and six in the Federation. The Elandsfontein depot is already handling some 30 reconditioned engines per month and major repairs can be completed in a few hours.

Vehicle Deleted: Now Wanted Back

SEVEN months after having a vehicle deleted because it was not in use, W. R. and H. Cross, Great Barr, Birmingham, applied last week to have it restored to their A licence. Mr. W. P. James, West Midland Licensing Authority, adjourned the case for further evidence.

Mr. Foley Egginton, for Cross, said the present licence for one vehicle was granted in June with a normal user of: "Castings, bricks, pumps, heating and constructional equipment, Midlands, Liverpool, London and Birkenhead."

They now sought a second vehicle for: "Steel products for G.K.N. Reinforcements, Ltd., Smethwick, as required, and sawn timber for M. W. Nicholas, Handsworth, within 50 miles." Notice had only just been received that a witness for G.K.N. was unable to attend.

Mrs. W. R. Cross, a partner, cross-examined by Mr. R. A. Webb, for the British Transport Commission, agreed that, following the removal of two vehicles from their licence in January, the

new licence for one vehicle was granted in June. The figures were not good because work had sometimes been slack. G.K.N. had promised to keep a second vehicle employed almost permanently.

Mr. Webb pointed out that the sole witness present could offer work on only one day a week, and it appeared that the present vehicle could do more.

Adjourning the application, Mr. James said much confusion had been caused in the past by the fact that Mrs. Cross' husband owned vehicles apart from the partnership, although all were used as one fleet. An undertaking to put them all in the partnership name had not been implemented.

At the next hearing he would require not only a witness from G.K.N., but evidence of the extent to which the present vehicle had been idle during the past four months. If the evidence were to be that the second vehicle would work full-time for only two concerns, consideration should be given to applying for a B licence.

Vehicles Using Duty-free Oils Can be Seized, Judge Holds

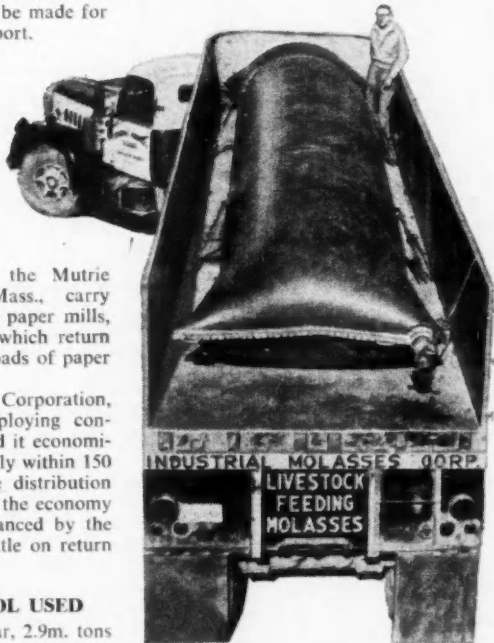
A VEHICLE being run illegally on fuel on which no duty has been paid is liable to seizure by the Customs and Excise—and it can be recovered only by paying its value to the authorities. This fact was brought out in the Queen's Bench Division, last week, when the Lord Chief Justice dismissed an action by a fleet operator, Jack Bradley (Accrington), Ltd., Argyle Street, Accrington.

Collapsible Tanks Catch On in U.S.A.

A NEW 35-ft.-long tank made of rubber-coated rayon, with an outer surface of neoprene, for carrying 3,800 gal. of liquid, can be rolled up to occupy a space 7 ft. 4 in. long by 2 ft. 1 in. in diameter. It is finding wide employment in the U.S.A.

When filled, the tank is 4 ft. 8 in. in diameter and its unladen weight is 1,040 lb. The ends are sealed with metal closures. Larger tanks may be made for railway and waterway transport.

Enabling platform vehicles to be used to carry bulk liquids on outward runs and ordinary load on return, the 3,800-gal. tank is 35 ft. long.



Among the road users, the Mutrie Corporation, Waltham, Mass., carry liquid alum in the tanks to paper mills, employing ordinary lorries which return with the empty tanks and loads of paper or timber.

The Industrial Molasses Corporation, Leonia, N.J., formerly employing conventional metal tanks, found it economical to distribute molasses only within 150 miles of depots. Now the distribution radius has been doubled, as the economy of operation has been enhanced by the ability to carry grain or cattle on return journeys.

2.9m. TONS OF PETROL USED

IN the first half of this year, 2.9m. tons of petrol were delivered to dealers, and of this quantity two-thirds comprised premium grades. The total amount was 86 per cent. above the figure for 1948. Commercial operators have been consuming less petrol each year since 1955, and in the first half of this year used about a third as much petrol as private motorists did.

Consumption of oil fuel has doubled between 1950 and 1958 to an annual rate of 2m. tons, state the Treasury.

MORE PAY IN N.A.A.F.I.

ADULT men covered by the transport agreement between the N.A.A.F.I. and the Transport and General Workers' Union have been awarded a pay increase of 8s. a week. Women receive 6s. 6d. Subsistence allowance has also been raised.

Customs and Excise officials had seized seven oil-engined vehicles owned by the company, and had released them only on payment of the agreed value, £4,250. The company challenged the legality of this action, but judgment with costs was given against them. Judgment was also given against Mr. Egbert Bradley, Whalley Road, Pendleton, Clitheroe, who brought a similar action in respect of one vehicle.

Lord Parker said the lorries had been found with tanks containing kerosene mixed with derv, and duty had not been paid on the kerosene. If kerosene were

used in stationary engines or for domestic purposes it could be obtained duty-free, but duty had to be paid if it were used in moving engines.

The 1952 Customs and Excise Act laid down that vehicles could be seized if they carried anything liable to forfeiture. In this case the vehicles had carried oil which was liable to forfeiture, so their seizure by the authorities was in order.

Earlier, Mr. Roger Winn, for the Customs and Excise, had said Bradley's vehicles were released immediately £4,250 had been deposited with the Commissioners.

END OF TRIBUNAL

NO dispute will be referred to the Industrial Disputes Tribunal after December 10. That body will cease to exist after March 1 next year.

Only Three Coaches May Serve Bakewell Show

APPLYING for seven new excursions from Chapel-en-le-Frith, Derbys, Eric Bowers Coaches, Ltd., found opposition to only one when they appeared before the North Western Traffic Commissioners last week. Their request for a link with Bakewell was opposed by British Railways; Trent Motor Traction Co., Ltd.; and North Western Road Car Co., Ltd. All the objectors were concerned about traffic to the Bakewell Show, held every August.

Mr. H. Backhouse, for Bowers', said they wanted the period of operation for all the excursions to extend from April to October, although the Bakewell service would operate only at show time. The coach would go to the show and stay there all day to be used as a headquarters by passengers. At present, all the routes to Bakewell involved changes.

Mr. E. W. Bowers, managing director, said there had been many requests from the local farming population for facilities at the time of the show, and in the past he had operated on a private-hire system with two coaches for farming organizations. Two booking agents supported the evidence of demand.

Mr. T. Booth, for the railways, said it was odd that no figures had been produced and no farmers had given evidence. For North Western and Trent, Mr. J. Green asked for an assurance that no coaches would double back once they reached Bakewell.

Mr. F. Williamson, chairman, suggested that a condition could be added to the licence stipulating that only three vehicles should be operated to the show. This was agreed upon, and the excursion application was granted. Bowers' were also allowed to increase fares and to change their starting point.

SIX BIG LONDON ROAD WORKS

SIX schemes, each costing more than £500,000, for improving roads in London between next year and 1962, were announced last week by London County Council. Seven minor schemes, each costing less than £500,000, will also be put in hand.

Major works consist of a new road with a fly-over between Harrow Road and Marylebone Road, the widening of Finchley Road, the extension of Western Avenue from Wood Lane to Latimer Road, and improvements to Gardiner's Corner, Stepney, the intersection of Old Street and City Road, Shoreditch, including a roundabout, and to Euston Road from Albany Street to Gower Street.

JAPS ADOPT AIR SPRINGS

ACCORDING to a report from Tokyo, air suspension is being extensively used in Japanese commercial vehicles, goods and passenger. The range of light vans is also being extended.

Japan claims fourth place among world bus producers. Last year, 126,820 goods and 8,036 passenger vehicles were built. Of these, 4,634 trucks and 632 buses were exported.

Public Works Exhibition

The Foden FR.6/45 dumper can carry 28 tons in its 18-cu.-yd. body. It is powered by a Rolls-Royce 300-b.h.p. oil engine giving it a maximum unladen speed of approximately 30 m.p.h. The transmission incorporates a torque converter (Stand 333).



(Right) With a heavier chassis frame than previous models, the A.E.C. Dumptruk 6 x 4 now has a 150-b.h.p. oil engine and a five-speed constant-mesh gearbox. The vehicle is designed for a gross weight of 24 tons (Stand 89).



Civil-engineering Products Stimulate Production of Heavy Equipment: More American Appliances Becoming Available in this Country

STIMULUS has been given to the production of earth-moving equipment in this country by the progress being made with the new motorway system and other major construction projects. This is reflected in the multiplicity of such equipment which will be shown at the Public Works and Municipal Services Exhibition which opens at Olympia on November 10 and closes on November 15.

A number of American concerns have recently set up subsidiary production companies here, and their products on display will be more prolific than before when import difficulties restricted their appearance. Nearly 400 exhibitors have stands this year, and the exhibition will be open daily from 10 a.m. to 6.30 p.m.

Dumpers

WITH a payload capacity of 28 tons, the dumper to be shown by Fodens, Ltd., Sandbach, Cheshire, will be the largest on display (Stand 333). Known as the Model FR.6/45, it is powered by a Rolls-Royce turbocharged engine which develops 300 b.h.p. at 2,100 r.p.m. The drive is taken through a 17-in.-diameter over-centre Rochford clutch and a three-stage gearbox incorporating a torque converter to the single double-reduction rear axle.



D10

EMPHASIS ON

Power steering is a standard fitting and full air brakes are provided in conjunction with a disc-type transmission brake mounted behind the gearbox.

Also powered by Rolls-Royce is the four-wheeled SN dumper which will be included among the exhibits of Aveling-Barford, Ltd., Grantham, on Stands 72-97. In this case a 400 b.h.p. turbocharged oil engine is used in conjunction with a conventional six-speed transmission. The vehicle has a 20-cu.-yd. tipping body and can carry a 27-ton payload.

Six-wheeled chassis with double-drive rear bogies are a popular basis for heavy-duty dumpers for use on and off the road. Transport Equipment (Thornycroft), Ltd., Basingstoke, will have such a vehicle on Stand 47. It is a Big Ben 6 x 4 chassis of 16-ft. 2-in. wheelbase, on which is mounted their own plastics cab and a 15.2-cu.-yd. struck capacity scow-ended body and tipping gear manufactured by Telehoist, Ltd. Powered by the KRN.6 oil engine producing 155 b.h.p. at 1,900 r.p.m., the vehicle has an eight-speed transmission.

Of similar layout is the Dumptruk to be exhibited by A.E.C., Ltd., Southall, Middlesex (Stand 89). Now offered with only one standard specification, this 6 x 4 chassis incorporates a number of features which were previously optional alternatives at extra cost. These include an 11.3-litre 150-b.h.p. oil engine and a five-speed constant-mesh gearbox specially designed for dumper use.

Dustless loading by Zoller bin-emptying gear is a noteworthy point on the 14-28-cu.-yd. Haller refuse body to be shown by Glover, Webb and Liversidge, Ltd., on a Karrier Gamecock chassis. The body has an internal screw for refuse packing (Stand 225).



The David Brown 50.TD tractor has a 50-b.h.p. oil engine and a six-speed transmission. It will be exhibited with a scraper blade as seen here. The David Brown scraper will also be on display. It has a heaped capacity of 5 cu. yd. (Stands 313 and 314).

Edbro-B. and E. tipping gear fitted to the Show vehicle tips the 10-cu.-yd. body to 70° in 12-14 sec. The Dumptruk is suitable for a gross weight of 24 tons when not restricted.

All-wheel drive distinguishes the Mountaineer dumper which will be found on Stand 85 of Scammell Lorries, Ltd., Watford. This four-wheeled chassis is powered by a Leyland 150-b.h.p. oil engine and incorporates a number of design changes from previous appearances. The front axle is now suspended on coil springs, a layout adopted first for the Super Constructor, whilst hydraulic power assistance is provided for the steering. A six-speed gearbox is used and front-axle drive may be engaged when the vehicle is in motion or stationary. Hydraulic tipping gear gives a 72° angle of tip for the 8-cu.-yd. body.

Stand 60. This machine is arranged for use with equal facility in forward or reverse motion, having two-way steering and a transmission giving 10 similar speeds in either direction. It is powered by a 61.5-b.h.p. oil engine and can carry a payload of 13,500 lb. in its hydraulically discharged hopper.

Incorporating the Meiller system for self-loading or unloading of detachable skips is a 4½-cu.-yd. dumper to be shown on Stand 213 by E. Boydell and Co., Old Trafford, Manchester. Known as the Muir-Hill 14B, it has full hydraulic control for the loading and unloading procedure, whilst the skips may also be tipped. Automatic stabilizing jacks are incorporated to relieve the chassis of undue strain when lifting is being done.

A separate concrete bucket which can be lifted on or off the vehicle by a crane will be shown on a Benford four-wheeled oil-engined dumper on Stands 202 and 214. The dumper used is the Mark 7. The makers are Benford, Ltd., The Cape, Warwick.

Removable skips are also a feature of the Multi-Skip dumper to be exhibited by the Thwaites Agricultural Engineering Co., Ltd., Cublington, Leamington Spa, on Stand 81. The dumper chassis incorporates the lifting gear for the skips.

(Continued on page 528)

EARTH-MOVING



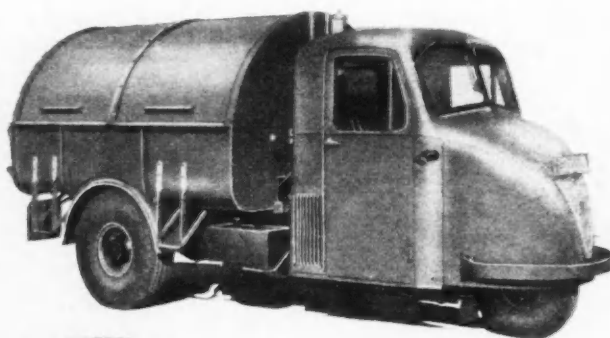
(Above) Known as the SN, this Aveling-Barford dumper is powered by a Rolls-Royce 400-b.h.p. oil engine. Capable of unladen speeds up to 30 m.p.h. it can carry a 27-ton payload. The body capacity is 20 cu. yd. (Stands 72-97).

(Right) A Thornycroft Big Ben 6×4 chassis, with a 155-b.h.p. oil engine, an eight-speed transmission and double-reduction rear axles, forms the basis for this 15.2-cu.-yd. capacity dumper. The driver's cab is fabricated from plastics panels. (Stand 47).



(Continued from page 527)

(Right) This 3-cu.-yd. concrete transporter, known as the Telecrete and manufactured by Telehoist, Ltd., will appear as shown mounted on a Bedford 116-in. wheelbase chassis. It now incorporates a power-driven agitator (Stand 310).



(Above) A new use for their Mechanical Horse chassis has been found by Scammell Lorries, Ltd. It will be exhibited in the form depicted with a 6-cu.-yd. refuse body. The vehicle has a turning circle of under 20 ft. and carries a 35-cwt. payload (Stand 85).

Dozers, Loaders and Scrapers

THE Caterpillar Tractor Co., Ltd., Glasgow, will display their latest D8 crawler tractor (Stands 210 and 224). It will be equipped with a hydraulically controlled bulldozer blade and a towing winch. Power is provided by a 225-b.h.p. turbocharged oil engine driving the tracks through a transmission giving six speeds forward or reverse. The complete unit weighs 46,734 lb.

A cable-operated angledozer is fitted to the Allis-Chalmers HD.16 crawler tractor to be shown by Mackay Industrial Equipment, Ltd., Feltham, Middx, on Stands 86 and 87. The tractor has a torque-converter transmission which, combined with 150-b.h.p. oil engine, gives a maximum drawbar pull of 60,000 lb., assuming that there is no track slippage. Having a conventional transmission giving six speeds forward and three in reverse is another Allis-Chalmers crawler, the HD.516, which will also be displayed in company with an HD.6G model fitted with a loading shovel incorporating a hydraulic ripper.

The only wheeled Allis-Chalmers vehicle on show will be their Tractomobile TL20.D loader. This has a loading shovel of 2-cu.-yd. capacity, four-wheel drive, a 100-b.h.p. oil engine and a three-stage transmission incorporating a torque converter.

Mackay will also have on show two Fiat tractors. One is a 6.0C.1 model powered by a four-cylindered oil engine coupled to a gearbox providing five speeds forward or reverse. A feature of this gearbox is the ability to shift from the lower four forward gears directly into the corresponding reverse gear. The tractor will be equipped with a Bray-Mackay 10-ft. 7½-in. wide angledozer plate. On show for the first time will be the Fiat FL.4 tractor with a shovel attachment.

An unusual layout is employed for the Euclid TS.24 twin-powered scraper. It incorporates a motive unit at each end of the articulated unit, power being provided by Cummins NHS oil engines producing 200 b.h.p. at 2,100 r.p.m. Drive is through an Allison gearbox incorporating a torque converter and four forward and two reverse speeds. The complete unit has an overall length of 45 ft. 7 in. and a turning circle of 74 ft. A struck capacity of 24 cu. yd. of spoil is provided. It will be

With a mixing capacity of 6 cu. yd., the Rex Adjusta-Waite cement mixer manufactured by Blaw Knox, Ltd., will be mounted on a Leyland Hippo chassis. It can agitate up to 7½ cu. yd. of ready-mixed slurry (Stands 212-222).



shown by Euclid (Great Britain), Ltd., Lanarks, and Blackwood Hodge, Ltd., 25 Berkeley Square, London, W.1, on Stands 44 and 45. They will also display a Euclid C.6 crawler tractor.

Positive hydraulic control gives the scraper to be shown by David Brown Construction Equipment, Ltd., Feltham, Middx, increased downward pressure on the cutting edge (Stands 313 and 314). It is capable of scooping up 3½ cu. yd. in one bite, has a maximum heaped capacity of 5 cu. yd. and is designed to operate with the David Brown 50.TD tractor which is also to be shown.

This tractor has a 50 b.h.p. oil engine and a six-speed transmission. It will be fitted with a hydraulically operated angledozer. A special version of the 50.TD chassis will carry the recently introduced Overshot loading gear, which allows discharge at the front or rear of the machine.

Largest wheeled tractor will almost certainly be the 380 bulldozer to be shown by Michigan (Great Britain), Ltd., Charles II Street, London, S.W.1 (Stand 321). It is powered by a 375-b.h.p. turbocharged oil engine and its specification includes four-wheel drive and Power Train transmission giving four speeds forward and reverse. The dozer blade fitted is 20 ft. wide.

Loading shovels with four-wheel drive are manufactured by Bray Construction Equipment, Ltd., Feltham, Middx, and three of these will appear on Stand 40. The BL.430 is powered by a Ford 51.8-b.h.p. oil engine and has power-assisted steering. A Perkins 62-b.h.p. oil engine powers the BL.450, which has a



(Above) Powered by a Petters AVA.2 oil engine, the Thwaites Tusker dumper has a capacity of $1\frac{1}{2}$ cu. yd. The front wheels are driven through a four-speed gearbox and tipping is by gravity (Stand 81).

(Right) Only four hydraulic rams are fitted now to the Dig-loader forward shovel, which is mounted on the Bristol Duplex tractor by H. A. Saunders, Ltd. A variety of other equipment for this small crawler will also be shown (Stand 117).



torque converter combined with a hydraulically operated epicyclic gearbox for the transmission. The BL460 has a single-stage two-phase torque converter behind its Leyland 110-b.h.p. engine, and full air-pressure brakes.

Fully automatic transmission is a feature of a new loading shovel which is to be shown by Chaseside Engineering Co., Ltd. (Stand 60). All-wheel-drive of four equal-sized wheels is provided by a 148-b.h.p. oil engine. With a top speed of 27 m.p.h., this machine, called the Loadmaster 3,000, has a "pry-out" force of 22,500 lb. and can lift a 10,000-lb. payload.

Versatility is the keynote of the Bristol Duplex angledozer-plus-loader which will be displayed by H. A. Saunders, Ltd., Worcester, on Stand 117.

A loading height of 12 ft. combined with a good forward reach is provided by the 12 H loading shovel which will be found on Stand 244, occupied by F. E. Weatherill, Ltd., Welwyn Garden City. Scoop sizes available for this machine vary from $\frac{1}{2}$ -2 cu. yd.

A Fordson Major-based heavy-duty loader is to be shown by Skyhi, Ltd., Isleworth, Middx (Stand 46). Also shown will be



(Below) The Benford Mark 3 dumper can carry a $22\frac{1}{2}$ -cwt. payload. It will be exhibited with a removable concrete bucket (Stands 202 and 214).

(Above) The 2-cu.-yd. forward shovel on the Allis-Chalmers Tractomobile TL20.D loader can discharge to a height of 9 ft. Mackay Industrial Equipment, Ltd. (Stands 86 and 87).



a light loader for fitting to Fordson and Nuffield tractors and a new medium-duty model.

Additions to the range of buckets for their Dinkum Digger Major tractor-mounted forward shovel will be among the exhibits of Whitlock Bros., Great Yeldham, Essex (Stand 49).

Ernest Doe and Sons, Ltd., Ulting Maldon, Essex, will present a wide range of equipment for which they are the agents on Stands 343 and 344.

A 7-ft.-wide blade will be fitted to the four-wheel-drive angledozer to be exhibited by Roadless Traction, Ltd., Hounslow, Middx (Stand 655 and 656).

Four-wheel-drive and steering are incorporated on the Mastiff loading shovel to be shown by Mathew Brothers, Wallington, on Stand 92.

Claimed to be the fastest crawler tractor in the world, the Vickers Vigor will be on Stands 232 and 241 (Jack Olding and Co., Ltd., Hatfield, Herts).

Displayed in prototype form will be a crawler tractor manufactured by W. G. Bagnall, Ltd., Stafford (Stand 309). A novel feature of this machine is the use of a hydrostatic transmission to give an infinitely variable speed up to 7 m.p.h.

Other tractors will be shown by the Ford Motor Co., Ltd., Dagenham, Essex, on Stands 638 and 641, and Massey-Ferguson (Great Britain), Ltd., Coventry, on Stands 549-551.

Municipal Appliances

DUSTLESS loading of lidded bins by air-pressure-operated apparatus is provided on the Speedyload refuse body to be shown by the Eagle Engineering Co., Ltd., Warwick, on Stand 220. It will be mounted on an Austin 7-ton forward-control chassis.

An internal screw is used to pack the refuse in the Haller

14-28-cu.-yd. body to be exhibited by Glover, Webb and Liversidge, Ltd., 561 Old Kent Road, London, S.E.1 (Stand 225). It will be mounted on a Karrier oil-engined chassis and will incorporate a Zoller dustless-loading shutter.

A novel exhibit by Scammell Lorries, Ltd., Watford (Stand 85), will show a new use for their three-wheeled mechanical horse chassis. It now forms the basis for a small, highly manoeuvrable refuse vehicle with a 6-cu.-yd. side-loading refuse body. A turning circle of less than 20 ft. and a payload capacity of 35 cwt. are achieved.

In addition to a range of their fore-and-aft tipping refuse vehicles, Shelvoke and Drewry, Ltd., Letchworth, Herts, will have on Stands 230 and 243 an 800-gal.-capacity gully and cesspool emptier and a 11.3-cu.-yd. side-loading collector.

Interest in the display by Karrier Motors, Ltd., Luton (Stand 209), will be centred around the Gamecock chassis, which incorporates the new Perkins underfloor oil engine. Mounted on it will be a 10-12-cu.-yd. side-loading refuse body with a seven-seat crew cab.

Sidney Hole's Electric Vehicles, Brighton, will exhibit pedestrian-controlled street orderly refuse vehicles on Stand 439, and Dennis Bros., Ltd., Guildford, will display their range of refuse collectors on Stands 239 and 240.

Pride of place among the exhibits of Lacre Lorries, Ltd., Welwyn Garden City, Herts (Stands 353 and 354), will be taken by the recently announced high-speed sweeper for airfield runways. It is capable of sweeping speeds of up to 16 m.p.h.

Three sweepers will be displayed by Lewin Road Sweepers, Ltd., 25-26 Hanover Square, London, W.1 (Stand 219). They will be the Sweepmaster, which gives variable sweeping widths of from 6 ft. 4 in. to 7 ft., the Mechanical Orderly for sweeping widths from 4 ft. 9 in. to 5 ft., and the Universal pedestrian-controlled model.

A sweeping speed of 3 m.p.h. is provided by the Litterlifter to be exhibited by the Yorkshire Patent Steam Wagon Co., Ltd., Hunslet, Leeds, on Stand 509.

Road-gritting appliances for fitting to vehicles without modification will be exhibited by Tuke and Bell, Ltd., Lincoln's Inn Fields, London, W.C.2 (Stand 531), Atkinsons Agricultural

Appliances, Ltd., Clitheroe, Lancs (Stand 106), and the Phoenix Engineering Co., Ltd., Chard (Stand 107).

Snow-ploughs and blowers for tractor mounting are to be shown by William Bunce and Sons, Swindon, Wilts (Stand 24), in addition to a motorized footpath snow-plough. Self-contained snow-ploughing equipment will occupy Stand 218, Rolba Co., Ltd., Rochester Row, London, S.W.1. The largest plough in the Show will be found here on a Mercedes truck.

Hydraulically raised platforms to facilitate maintenance to overhead installations are used by many authorities. Such a platform for fitting to their standard power shovel will be shown by Whitlock Bros., Ltd., Great Yeldham, Essex (Stand 49).

A truck-mounted hydraulic platform is to be displayed by Simon Engineers (Midlands), Ltd., Dudley, Worcs (Stand 234).

Concrete Mixers and Transporters

SUITABLE for transit mixing of dry materials or for agitating a pre-mixed load is a vehicle-mounted concrete mixer to be shown by Ransomes and Rapier, Ltd., Ipswich, on Stands 62 and 63. Powered either by a separate oil engine or from a gearbox power take-off, the mixer will agitate 4½ cu. yd. of pre-mixed concrete or will produce 3½ cu. yd. of concrete from an unmixed 5-cu.-yd. batch.

Deriving power for its operation from the front end of the vehicle engine crankshaft, the Winget Challenge concrete mixer for truck mounting is unaffected by gear changes when the vehicle is in motion. It will be shown by Winget, Ltd., Rochester, Kent, on Stands 64 and 65.

Probably the largest mixer fitted on a road vehicle at the Show will be the Rex Adjusta-Waite model exhibited by Blaw Knox, Ltd., 94 Brompton Road, London, S.W.3 (Stands 212-222). It will be mounted on a Leyland Hippo chassis and has a mixing capacity of 6 cu. yd. and can agitate up to 7½ cu. yd. of ready-mixed slurry.

An improved version of their Telecrete ready-mixed concrete transporter will be shown by Telehoist, Ltd., Cheltenham (Stand 310). Mounted on a Bedford 7-ton 116-in.-wheelbase chassis, the tipping 3-cu.-yd. bucket now incorporates a power-driven agitator to delay setting of the load.

Bird's Eye View

TWO daring robberies (to coin a phrase) were recently committed in the Midlands. One was the theft of an A.E.C. eight-wheeler, the property of J. and H. Transport, Ltd., from outside a café at Willoughby, near Rugby. The vehicle was carrying copper ingots, valued at £5,200. Police discount the theory that the theft was the work of small boys who wanted a copper for the guinea.

The other incident was the unauthorized removal of six garden seats, the property of Coventry Parks Department, from Coventry Airport, Baginton, during the final of the Lorry Driver of the Year Competition. Mr. Mervyn J. Miles, secretary of the competition, last week made a plaintive appeal for their return. Meanwhile, they stand as a debit item in the competition's accounts.

Just in Time

MR. R. N. INGRAM, national chairman of the Road Haulage Association, listened attentively to the discussion on the future of the competition at last week's meeting of the national organizing committee. He arrived just in time to hear an attempt being made to secure two votes for each of the eliminating centres and one vote each for other organizations represented on the committee, including the R.H.A. The proposal was effectively scotched.

Even if it had been carried it would have had little practical effect, but the principal was bad.

Good Stuff

CONGRATULATIONS to Mr. Grenville Braithwaite, chairman of Coventry, Rugby and North Warwickshire Sub-area of the Road Haulage Association, on arranging a programme of talks on subjects of general interest at the sub-area's monthly

Stop, Thief!

meetings. Despite threatening fog, last week's meeting was well attended and Mr. P. G. Clubley, of the Ministry of Transport, received an attentive hearing when he spoke on licensing.

In the sub-area there are many keen operators with knowledge above average of the finer points of hauliers' problems and their tributes to Mr. Clubley were based on a lively appreciation of current licensing difficulties.

Vicar to the Rescue

PERHAPS the worst fears of bus operators about the use of small buses are confirmed by the news that the Rev. A. Sholto-Douglas, vicar of Siddington and Capesthorpe, Cheshire, has bought an Austin 14-seater to take boys to football fixtures, mothers on outings and a variety of other expeditions.

But operators have no cause to be smug. Shortly after Mr. Sholto-Douglas bought his bus it was pressed into service to salvage passengers from a coach which had broken down when bringing parishioners back from a harvest festival at Wharton.

Two Minds

THERE was an unfortunate clash of events in London on Monday, for both the Traders' Road Transport Association and the Institute of Road Transport Engineers chose that date for their annual dinner-dances. That may have been the reason why the attendance at the T.R.T.A.'s function was smaller than usual, but what was lacking in numbers was made up in the quality of the entertainment. It was one of the few occasions when there was space to dance at Grosvenor House.

By The Hawk

Nov
M
T
C
A. B.
British
ing hi
way S
the m
of a n
Near
event
worn-
remain
true n
in the
Mo
spent
Only
bridge
£100m
15 y
track
with
be sp
during
Ove
was t
comp
of ab
exclud
"E
tion
tionat
carrie
upon
case,
transp
to ea
Rai
the r
conce
they
other
Ap
imme
activ
incom
transp
railwa
selves
butio
a mu
prese
Tra
haule
be ca
ton-n
road.
a go
distr
overa
appro
throu
Wi
serve
custo

More Being Spent on Road Than Rail: Mr. A. B. B. Valentine

Excess of Facilities and Unrealistic Rail Rates Make Transport Unnecessarily Costly

CRITICS of the expenditure of about £1,500m. on railway modernization were answered last week by Mr. A. B. B. Valentine, a member of the British Transport Commission. Delivering his presidential address to the Railway Students' Association, he said that the modernization plan was merely part of a major revolution on the railways.

Nearly half the £1,500m. would in any event have had to be spent to replace worn-out railway equipment. Only the remainder of that sum represented the true measure of modernization involved in the plan.

Moreover, the £1,500m. was to be spent on both stock and permanent way. Only about £100m. related to track, bridges, fly-overs and so on, and another £100m. to signalling. Spread over 15 years, the annual expenditure on track and signalling was £14m., compared with the minimum of £60m. a year to be spent on new and improved roads during the next few years.

Over a 15-year period some £900m. was to be spent on railway rolling stock, compared with Mr. Valentine's estimate of about £4,500m. on road vehicles, excluding cars for private use.

Cost Not Too Great

"Expenditure on railway modernization cannot be considered disproportionately large in relation to the traffic carried, compared with such expenditure upon road transport," he said. "In any case, the proper spheres of rail and road transport are far more complementary to each other than competitive."

Railways were not being expanded: the reverse was the case. They were concentrating on those functions which they could perform more efficiently than other forms of transport.

Apart from making possible an immense variety and volume of national activities and adding to the country's income, the rise in mechanical road transport would prove a blessing to the railways, once they had adjusted themselves and set the stage for the redistribution of traffic between road and rail on a much more economic basis than at present.

Traffic collected into train-loads and hauled over well-used main lines could be carried far more cheaply, in terms of ton-miles, than would ever be possible by road. In fact, costs were so low that a good deal of assembly, sorting and distribution could be borne, before the overall unit cost from door-to-door approached that of road transport throughout.

With a limited number of centres served by rail, the railways and their customers would be relieved of a heavy

burden of costs of distribution in detail by rail, which could be done much more cheaply by road.

In closing wayside depots the problem of making alternative provision for the needs of local coal merchants, in the face of established interests, was not always easily solved. Nevertheless, ways must be devised to relieve both branch lines and superfluous depots on main routes of coal and other wagon-load traffic, and to deal with them elsewhere on the railway, "because it would be unthinkable that the economical trunk hauls of coal which railways are so pre-eminently fitted to perform should be undertaken in any other way."

Transport Too Expensive

"The nation as a whole for some time past has been wastefully paying more than it need for its transport, partly because there is an excess provision of transport equipment in total (quite apart from the current temporary recession in demand), and partly because uneconomic charges are preventing a lot of traffic from moving by what is in reality the cheapest means," said Mr. Valentine.

The under-employment of too much transport equipment would be only partly cured by streamlining the railways. It was too much to expect that the withdrawal of much road haulage employed for longer distances, especially for regular flows and heavy traffics on main routes, would be voluntarily offered, until unrealistic railway charges were gradually corrected.

"When these substantial transfers of traffic, both from rail to road and road to rail, have been effected," he said, "the overall cost of transport to the nation as a whole will have been substantially reduced. The total transport equipment provided, if properly adjusted to accord

with this redistribution of traffic (as it certainly will be on the railways), will then be much more fully employed . . . The further advantage of a measure of relief to road congestion will prove to be no contemptible by-product."

Where the railways were competing with road transport, whether public or private, they were up against door-to-door delivery. In fact, a large part of railway freight traffic travelled from door to door by rail alone. More than 90 per cent. of the tonnage of rail freight was forwarded from private sidings and ports, and nearly 75 per cent. was delivered to private sidings and ports, using rail transport throughout.

Cheaper Transhipment

Although coal, ores, bulk raw materials and products of heavy industry were the bread-and-butter business of the railways, these traffics alone would not absorb the full capacity of the railway system, even when streamlined. If the railways were substantially to increase their share of other traffics, nothing was more important than to simplify the process and cheapen the cost of transhipment between road and rail at each end of the rail portion of the journey. Much had been done in this direction.

Quoting sheet steel as a traffic requiring reliable transit to the point of consumption and the avoidance of damage, Mr. Valentine said: "Unless the commercial railway staff master and take responsibility for the service and the cost of the whole transit from point of origin to destination, they will never be able to compete on quite equal terms with the road haulier offering a throughout service in one vehicle, or to talk the same language to C-licensees."

When the railways had been modernized and charges became more realistic, the field for keen competition in which road and rail could offer closely corresponding terms and service would be a good deal smaller than it seemed today. The future relationship between road and rail must be thought of mainly in terms of co-operative arrangements, designed to combine the best features of each form of transport in the common interests of the undertakings and of trade and industry.

Change of User: The Proper Remedy

OPERATORS of A-licence vehicles who have to disclose a change in their normal user need not fear action by the Licensing Authority, providing they can make out a good case for the change.

This was illustrated at Birmingham last week, when an operator applied for a new A licence while his existing one was still in force because the work had altered. It was believed to be the first case of its kind to go before the West Midlands Authority, Mr. W. P. James.

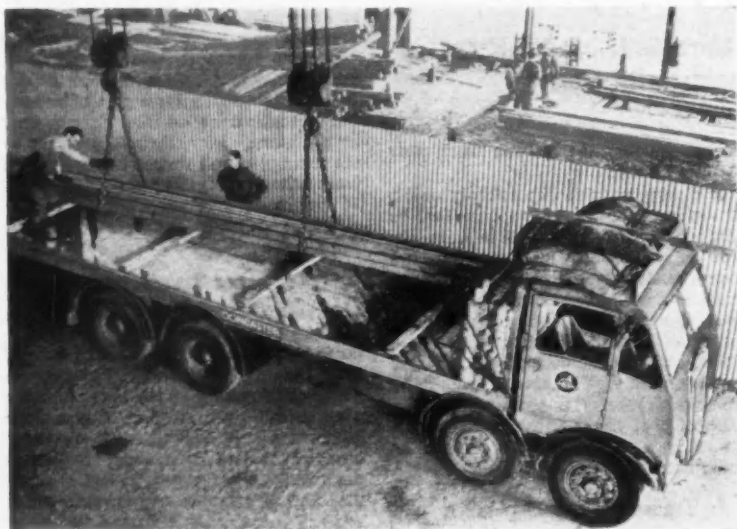
J. and S. Jennings, Ltd., Linshes Bridge, Pensnett, were granted a licence with an amended user to cover six vehicles. These had formerly been employed mainly on

steel carriage, but the new user stipulated: "General goods, chiefly castings, forgings and steel, mainly local, also London, Bristol, South Wales, Leeds, Manchester and Sheffield."

Mr. J. F. Wood, traffic manager, said they had decided to put their house in order following comments at a renewal application last April.

Mr. James examined certified figures and heard evidence from three customer witnesses before making the grant. He said it was one of the first attempts by an operator to put matters right when he found that the user was not in accordance with the work being done.

(Right) A line of heavy vehicles, headed by a Maudslay eight-wheeler, being loaded with steel strip in the most modern steel mill in Sheffield. (Below) Steel bar being loaded upon a Thornycroft eight-wheeler at the John Lysaght works at Scunthorpe. The diagonally planked platform may be noted.



(Right) An E.R.F. of the Scunthorpe depot of British Road Services being loaded at Lysaght's with coiled rod. A U-shaped device is used, with the top member attached to two crane hooks and the coil hung on the lower. When the coil is in place on the vehicle, the hook at the open end of the U is lowered and the tackle slid out.

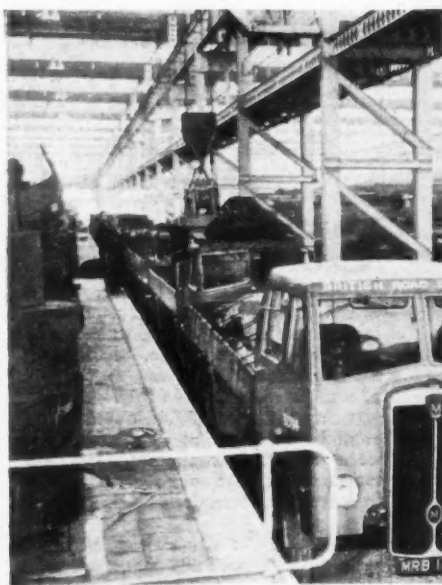


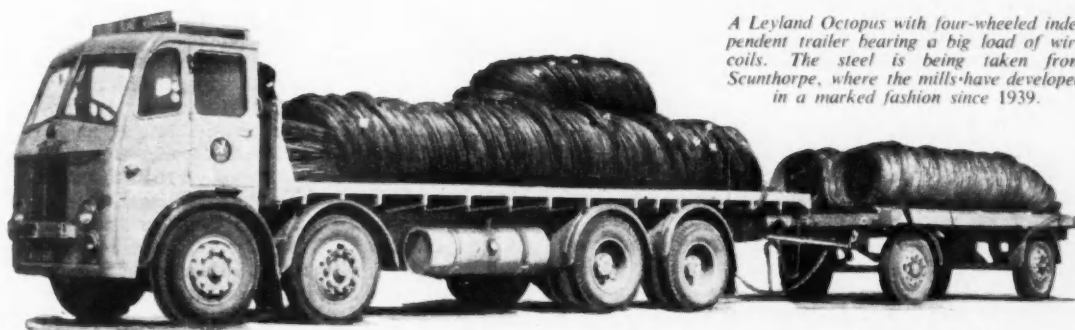
(Above) Coils of steel strip being loaded by means of a magnetic attachment upon battens laid on the floor of an E.R.F. in a Sheffield works. In this city are 35 big steel plants and the local B.R.S. depot shifts 12,000 tons a week.

By C. S. Dunbar, M.Inst.T.

—Who Describes how the Enormous Production of Different Types of Steel is Shifted from the Two Main Centres: Rail and Road Facilities are Employed and Private Hauliers have a Share in this Vital Traffic

D16





A Leyland Octopus with four-wheeled independent trailer bearing a big load of wire coils. The steel is being taken from Scunthorpe, where the mills have developed in a marked fashion since 1939.

STEEL NEEDS CARE

THERE is always something to learn in transport, even after a lifetime's connection with it. This was emphasized for me when I was in the Staniforth Road, Sheffield, depot of British Road Services. Talking to Mr. J. F. Coulson, branch manager, I remarked that most of the lorries in his yard had wooden floors. He explained that all-alloy bodies were unsuitable for the haulage of steel, which is, of course, the major traffic in Sheffield. It is unusual to find a consignment of steel that can be easily manhandled, and loads have to be stacked so that they can be lifted on and off by crane. This involves nailing battens

to the floor and usually wedges to keep the steel from moving.

Another popular misconception in parts of the country remote from the steel-producing areas is that steel needs no protection. Bright (i.e., finished) and high-speed steels are extremely susceptible to rust, which can arise not only from rain, but even from condensation. The makers usually coat these steels with grease or oil, and drivers experienced in the handling of such traffic carry an additional sheet made of flax, which is placed first over the load and roped down before the ordinary tarpaulin is lightly placed over it.

Thirty-five steel concerns of some standing are located in the Sheffield area, representing all sections of the industry. Among them are such famous names as Steel, Peach and Tozer at Templeborough (billets, bars and strip); McCall, who produce reinforcing material; Samuel Fox of Stocksbridge, and Firth-Brown (stainless and other special steels); Arthur Lee (strip and drawn wire), and the English Steel Corporation (heavy engineering). Some of McCall's products are 45

An Atkinson six-wheeler, carrying bales of scrap, being unloaded by means of a magnetic pick-up at the Lysaght works in Scunthorpe. A line of rail trucks is seen on the left. The company themselves have 20 locomotives and 1,100 wagons for use on their own lines.



to 50 ft. long and B.R.S. have specially long trailers to handle these. Not far from Sheffield, there is also considerable steel production at Rotherham and Parkgate to the north and Chesterfield to the south, whilst only 40 miles away is the great producing area of Scunthorpe, to which I will refer later.

Steel is one of the basic traffics on which the railways have always relied, and where both the producers' and the customers' premises are rail-connected they are in a very strong position to compete with the road hauliers in regard both to service and rates. The railways still probably carry the bulk of black bar (unfinished) steel, but since the 1920s road transport has, until recently, carried the more valuable types in ever-increasing volume. I am not in a position to say whether steel production in Yorkshire and Lincolnshire has reached its maximum for the present, but odd remarks dropped here and there in the course of my tour suggested that, generally speaking, the position is static and there may even be a slight tendency to recession.

B.R.S. have not got anything like a monopoly of the road haulage of steel from Sheffield, but the size of its

D17



Steel girders 65 ft. long are carried from the Appleby-Frodingham works at Scunthorpe on this Leyland Octopus with Dyson four-wheeled bogie. Long loads are sometimes also carried on articulated vehicles with lengthy semi-trailers up to 45 ft.

interest may be gauged by the fact that Mr. Coulson controls 248 vehicles. Rather incongruously, 20 of these are vans on contract to Cadbury's. The rest of the fleet consists of 6-7-tonners and upwards and the average carrying capacity is 10 tons. With the aid of foreign-based vehicles and sub-contractors, B.R.S. Sheffield move about 12,000 tons a week, half of it to Birmingham and the Black Country, where lorries work into Walsall depôt. Tufnell Park is the trunk terminal in London. Forty-seven regular nightly trunks are worked.

At Steel, Peach and Tozer's, loading goes on all round the clock seven days a week, a process which has been greatly helped by the increasing use of articulated vehicles. It is usual for the first of the day driving staff to report at 4 a.m. and for the others to go on duty at staggered intervals thereafter. To my surprise, Staniforth Road is not concerned entirely with tonnage and I was told that about 8,000 separate consignments a week are handled. This, however, is an instance where an average is a misleading figure. To divide 12,000 tons by 8,000 and assume that a 30-cwt. lot was a typical consignment would be quite wrong. It seems rather that consignments vary from several tons to a few cwt. with not much at an intermediate figure.

The delivery of 5- and 10-cwt. lots by a private carrier possessing only large vehicles often presents difficulties, but I was assured that B.R.S. found no such difficulty, partly because of the varied fleets available at the receiving end and because such smalls frequently fall in with other bits and pieces for the same destination. Samuel Fox of Stocksbridge are a concern who have many small consignments and there is a standing arrangement to clear these specially twice a week. An undertaking handling hardly anything but steel would, to the casual thinker, be one needing no loading deck, but, remembering what I have said both about smalls and the risk of damp, it is not surprising to find at Staniforth Road a substantial and lengthy covered bank with an overhead crane.

The idea of handling traffic on and off the ground is not favoured at Sheffield, especially as the use of pallets is generally impracticable. Care has to be taken in sorting, as much of the traffic is under mark and unlabelled. A Coles mobile crane is available to lift 10 tons.

Buffer Depots

In addition to the large site at Staniforth Road, on which new offices as well as the loading bank have been recently built, there is a sub-depôt at Attercliffe which handles traffic for the north-west and there are also sub-depôts in the works of the Staveley Coal and Iron Co. at Chesterfield, and in those of Arthur Lee in Sheffield. In places are several buffer depôts used for temporary storage. Arthur Lee are one of the companies where private hauliers are prominent, as likewise at Firth-Brown's. Traffic from the Templeborough Rolling Mills is largely handled by Messrs. H. Westwood, incorporating the old-established Rotherham Transport Co., whilst Leonard Green Haulage, Ltd., are particularly identified with the Parkgate Iron and Steel Co. There is very little steel carried on C-licensed vehicles.

One good thing that developed during the war and has been continued since is an agreed schedule of rates which is honoured by the 35 steel companies, by B.R.S. and by the local Road Haulage Association members. Direct Motor Services, the well-known and old-established co-operative association of hauliers, whilst not parties to the agreement, come into the picture indirectly as some members are intimately concerned. Unfortunately, some outsiders coming in to collect ex-works traffic are known to cut the agreed rates but, in general, these are well observed. All the usual destinations are placed in groups according to mileage, and rates are quoted in eight weight categories

D18

Representatives of the steel concerns and the hauliers meet twice a year to negotiate alterations.

Although steel has been produced at Scunthorpe for about 80 years, the industry, compared with the production of Sheffield, was quite small before 1914. It grew steadily between the wars, but the greatest development has been since 1939. The three main works—John Lysaght's Scunthorpe Works, Ltd., Appleby-Frodingham Steel Co., Ltd., and Richard Thomas and Baldwins, Ltd.—have to be seen to be appreciated. They cover an astonishing area. Appleby-Frodingham, for instance, cover 14 square miles and include four of the largest blast furnaces in the world.

The works differ in character. Lysaght's have two distinct rolling mills, one producing wire in coils and the other blooms, billets, slabs and tinplate bars. These products go elsewhere for re-rolling and eventually reach the canning and car-body industries, among many others. Appleby-Frodingham produce steel plate and sections and have a subsidiary construction company engaged in engineering work. Richard Thomas and Baldwins send out steel for finishing elsewhere. In each case there are by-products, such as naphthalene, sulphate of ammonia, tar, benzol, basic slag and road material.

Water Transport

All tonnage figures concerned with these huge enterprises are naturally high. Lysaght's, for instance, use 14,000 tons of coking slack every week, of which 3,000 tons travels by water from South Yorkshire to the company's own wharf on the Trent, three miles away, and thence by private railway. The remainder is carried by British Railways. Much of the ore is mined in Lincolnshire, but 4,000 tons a week from France is also received over the company's wharf. In addition, there are large quantities from Northamptonshire and from Sweden, the latter entering via Immingham Docks.

The total tonnage brought in by British Railways annually for the firm is about 1½ m. tons, this being in addition to the large output of the company's mines which is carried by the private railways. Lysaght's rolling stock for use on their own lines numbers 20 locomotives and 1,100 wagons. Outgoing traffic is normally about 10,300 tons of blooms, billets, etc., and 3,500 tons of wire. A substantial proportion of this is carried by road.

It is a thrilling sight to see a huge, glowing ingot lifted by crane on to a runway with fast-moving rollers and then to see it bouncing along at high speed until it is seized by a great vice and squashed to the desired dimensions. Equally entertaining is the way in which strips of wire coil themselves into circular bundles, cool off surprisingly quickly and are ready for loading a short time after they are made.

Arriving at the loading bay on an endless chain, they are lifted off on to a cradle, where they are stacked one against the other. An overhead crane inserts a special attachment like a large metal finger (called a needle) through the coils, picks them up and stacks them upright on a waiting lorry, where they are held in position by longitudinal runners. Production and dispatch thus go on simultaneously.

Some exceptionally long pieces are produced in Scunthorpe, notably at Appleby-Frodingham. For these B.R.S. have developed a special type of four-wheeled trailer called a monkey bogie, which, being fitted with a turntable, can be used behind an articulated 16-ton lorry to handle exceptional lengths. Some of the semi-trailer portions of locally based articulated vehicles are up to 45 ft. long. Shunting vehicles based at the works and used in conjunction with articulated lorries enable continuous loading to go on.

For such traffic as is dispatched by road, B.R.S. act as a

(Continued on page 535)

NOW...the improved



A.E.C. DUMPTRUK

the 10-cu. yd. 150-b.h.p. dumper with the 'all-in' specification

The improved A.E.C. 'Dumptruk' will be sold as a complete vehicle only through the following three earth moving equipment specialists:

Scotland & Northern England: Scottish Land Development Corporation, 65 Bath Street, Glasgow.

Central England: R. Cripps & Co. Ltd., Abbey Bridge, Lenton, Nottingham.

Southern England: Saville (Tractors) Ltd., Harvester House, Stratford-on-Avon, Warwicks.

Operators and A.E.C. design engineers have pooled their experience to produce this greatly improved A.E.C. 'Dumptruk'. Every feature has been critically examined and relentlessly tested, so that now the 'Dumptruk' is unsurpassed for sheer stamina, running economy and ease of maintenance. For the first time here is the A.E.C. 'Dumptruk' with an 'all-in' specification at a given price. Write to any of the three sole distributors for full specification.

PRICE £5,650
excluding spare wheel and tyre

See the A.E.C. 'Dumptruk' at the Public Works Exhibition Stand No. 89

Improved features include:

1. Hydraulic pump re-located for complete protection.
2. Thicker pressed channel frame gives flexibility to withstand shock loads.
3. One-man half-cab.
4. Improved air filtration.
5. Extra guards for sump and radiator.
6. Fully constant-mesh, 5-speed gearbox.

Plus!

- Extra power reserve: 6-cyl. 11.3 litre 150 b.h.p. A.E.C. diesel engine.
- Air brakes.
- Double-drive fully-articulated rear bogie.
- Power-assisted steering.
- 20 tons gross on the road, 24 tons off.



A.C.V. SALES LIMITED

THE A.C.V. GROUP OF COMPANIES INCLUDES



A.E.C. Works, Southall, Middx.

A.E.C. AND THE MAUDSLAY MOTOR CO.

CV 481
D19



Gigantic savings on 'Giants'—
TYRESOLES
RENEW
SMOOTH 'GIANTS'
AT THE LOWEST COST PER MILE!

- ★ Unequalled for mileage, economy and reliability.
- ★ A new appearance with a deep, clear-cut, long mileage tread and shoulder styling.
- ★ Available in all popular giant tyre sizes up to and including 9.00—20. Rayon, Nylon or Steel Cord tyres can be treated.
- ★ Rapid local service through 50 works and depots.

TYRESOLES
New
STANDARD GIANT



For even greater safety the new Giant is available with
TYRESOLES
 the steel claw tread that grips.

TYRESOLES LTD., PALACE OF ENGINEERING, WEMBLEY, MIDDLESEX. Tel. WEMbley 1222 (10 lines)

clearing house and employ a number of private hauliers approved by customers, in addition to their own fleet. The Scunthorpe branch originated with the old-established firm of J. R. Harvey and Son, to which, on nationalization, Goy and Son and several smaller local businesses were added. Mr. Arthur Harvey, the present branch manager, has had a lifetime's experience of handling steel and has the complete confidence of the steel companies' traffic managers. These gentlemen, who went to a great deal of trouble to give me a clear picture, and to whom I was introduced by Mr. D. Piercy, district traffic superintendent, B.R.S., emphasized that they try to preserve a reasonable balance between road and rail. They realize that the railways must be kept going and, even if it were

practicable, it would be wrong to divest them of the heavy traffics they are so well laid out to handle.

But there are often good reasons for using road transport, particularly where a customer is not rail-connected. A glance at a railway map will show that Scunthorpe is not as well situated as Sheffield for direct rail delivery to the main centres.

A 24-hour service seven days a week is provided from the B.R.S. dépôt in Station Road. The fleet based there consists of two 7-ton vehicles, 19 10-tonners (including 10 under contract), one 12-tonner and 31 16-tonners. Approximately 5,000 tons is handled weekly by the dépôt. The traffic goes to most parts of the country, the bulk into the Midlands.

THE background to the agreement concluded between the Central Electricity Authority and the British Transport Commission for the transfer of coal traffic from road to rail is fascinating, and may not be widely known. An examination of it brings to light several curious facts.

As the National Coal Board have a monopoly in supply, one might reasonably expect that the C.E.A. would buy fuel for their power stations directly from the Board. In fact, their purchases are made through factors. I have not yet discovered how the factors justify their commission for selling the product of a monopoly producer. All they have to do is make a regular routine book-keeping entry which is worth thousands of pounds a year to them. I have heard the system described by a man in the coal trade as "money for old rope."

Factors' Haulage Charges

In Yorkshire at least, the factors do not appear to be satisfied merely with a commission. They run large fleets of C-licence vehicles to carry part of the fuel, and claim a haulage charge for doing so, as well as their commission for factoring.

Apart from this, they employ independent hauliers to work for them on contract-A licences—which can be obtained without the right of objection by British Railways—or on open A or B licences. The number of hauliers doing this work has greatly increased during the past two years and, as everyone knows, there has been a proportionate decline in coal traffic by rail.

The N.C.B. do not favour the employment of road transport from their pits which have rail sidings, because only a limited number of road vehicles can be loaded at a time. One can often see large queues of lorries waiting, sometimes three hours or more, to load. But the N.C.B. are only the suppliers of the coal. It is the factor who decides the form of transport to be employed, although the Board would, of course, be entitled to discontinue affording loading facilities to road vehicles.

Naturally, the factors use the railways, and some of them pay more than £1m. a year for rail haulage. But the road haulage of coal has proved extremely profitable to the factors and hauliers. Not long ago, an A-licencee engaged exclusively in coal traffic said in evidence that he was regularly carrying loads of fuel over 300 miles. The traffic was so profitable that he never bothered about return loads, but went back to his base as quickly as possible for another outward load.

Nevertheless, some hauliers have been foolish to abandon all other traffic in favour of coal. They should have realized that one day the goose which was laying the golden egg

Nice Work If You Can Get It!

Says Old King Coal

might stop laying. After all, Sir Brian Robertson, chairman of the British Transport Commission, is an able and practical man, and he could not be expected to sit back and watch the basic traffic of British Railways being transferred indefinitely to the roads.

The Road Haulage Association have been sufficiently alarmed at these developments to approach the Ministers of Power and Transport, complaining that several millions of

tons of coal a year might be wrested from independent hauliers. The Commission might logically reply that the railways were merely taking back traffic, at least part of which they originally carried. The railways have worked under the handicap of being unable to offer coal factors an incentive to give them the traffic.

Further developments on these lines may reasonably be expected. The N.C.B. are having a lean time. They are having to provide storage accommodation for unsaleable coke, as well as for industrial and household coal and open-cast coal. As there are many private rail sidings at most of the pits, what could be more welcome to the railways than to be able to use their thousands of empty wagons for such storage? Similar facilities could not and would not be provided by hauliers.

In the circumstances, one might logically expect the N.C.B. to come to some agreement with the B.T.C., still a large consumer of coal, on the lines of the C.E.A. arrangement.

Onslaught on Oil?

As *The Commercial Motor* reported on October 24, the railways are now thought to be trying to obtain a larger share of the oil and petrol traffic which is at present being carried over long distances in contract vehicles. Conditions in the oil industry are highly competitive, and it remains to be seen whether the oil companies can remain indifferent to pressure placed on them by the railways for their traffic.

The coal factors enter also into the oil picture, for in many areas they have been appointed as distributing agents for the oil companies.

Hauliers who lose coal or oil traffic to the railways will probably be strongly attacked by the Commission when their licences are due for renewal. If the Licensing Authorities carry out their duties assiduously, some fleets of A- and B-licence vehicles will be reduced because either the normal user will have been changed or the lorries will have become surplus to requirements in the area.

Recent remarks by the Minister of Transport and the chairman of the Commission suggest that coal and oil are among the commodities regarded as traffic vital to the existence of the railways.

GIVING good driving conditions, a lively performance, safe braking and a high degree of engine accessibility, the new Commer forward-control oil-engined 6-tonner is sure to meet the needs of those operators requiring the manoeuvrability and load space of a forward-control design and yet not needing the additional load capacity provided by the more expensive two-stroke-engined 7-ton models.

The new 6-tonner is one of a range

By John F. Moon, A.M.I.R.T.E.

effect this location would have on engine noise. In fact, the sound-deadening effect of the seat-box blankets and the seats themselves was remarkable, the engine being little

Lively and Easy

noiser than the three-cylindrical two-stroke unit used in the 7-tonners, which is well known for its quiet operation.

A four-speed constant-mesh gearbox is fitted in the 6-tonner, and the standard spiral-bevel rear axle gives a reduction of 5.857 to 1. An Eaton two-speed axle, which may be supplied at additional cost, has ratios of 5.62 and 7.82 to 1.

A Clayton Dewandre Hydrovac vacuum servo is incorporated in the Girling hydraulic system, all brakes being two-leading-shoe units. Moulded facings give a total frictional area of 438 sq. in.

Semi-elliptic springs, with helper springs at the rear, form the standard suspension, but lever-type dampers are offered at the front as optional equipment. These were not fitted to the vehicle tested, despite which the ride was found to be entirely satisfactory when laden and by no means uncomfortable when running light.

A redesigned cab, developed for the new chassis, has been adopted for other forward-control vehicles in the Rootes range. Although the modifications are



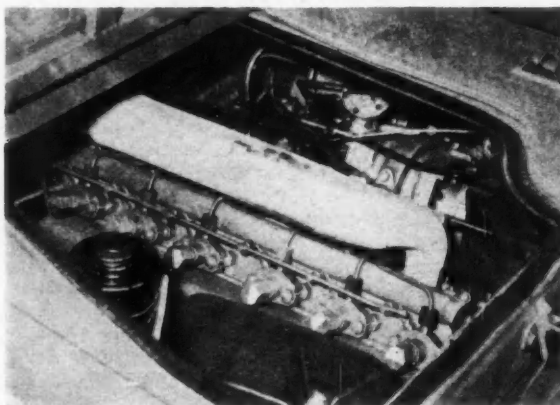
(Above) The braking system of the Commer 6-tonner is powerful and light to operate. When making "crash" stops from 30 m.p.h. all the wheels locked and the weight transference was pronounced.

of three medium-capacity forward-control vehicles introduced by Commer Cars, Ltd., immediately before the Commercial Motor Show. The 6-ton chassis was offered for test and brief details of its performance were given in *The Commercial Motor* on September 19.

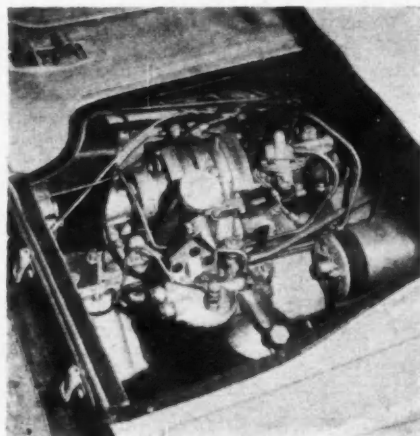
Like the 4-tonners and 5-tonners, the new 6-tonner has the Commer Medium oil engine, based on the Perkins C.305 horizontal oil engine, with the option of the Commer 110 b.h.p. petrol engine in the case of 5- and 6-tonners. The engine is mounted at an angle of 24° from the horizontal and is located beneath the cab seats, as is usual with forward-control designs.

It was interesting to see what

(Right) With the driving seat cushion removed and the seat-base assembly hinged upwards, good access is given to the fuel injectors, air cleaner and reservoir for the brake fluid.



(Right) The left side of the power unit is reached by removing the passenger seat cushion and insulating blanket and lifting the seat-pan trap. It is then easy to attend to the dipstick, oil filler, fuel and oil filters, fuel-injection and lift pumps and the starter. Access to the engine generally is better than is found in most forward-control vehicles.



small, the overall effect has been to give greater driving comfort and an improved range of forward vision. These objects have been achieved by raising the cab roof line by about 3 in., mounting the seats on a tubular framework and using deeper cushions, and employing a one-piece windscreen with a higher top line.

Whereas previous Commer forward-control vehicles have had Marles cam-and-double-roller steering, the new chassis have Cam Gears cam-and-peg steering and the angle of the column has been reduced so that the 18-in.-diameter wheel is farther away from the seats. It is now possible to provide 7 in. fore-and-aft adjustment, so that

to Service

*New Commer Forward-control
Range of 4-, 5-, and 6-tonners
Has Brisk Performance*

(Right) The ascent of Bison Hill, a $\frac{1}{2}$ -mile gradient, took 4 minutes 23 seconds, bottom gear being engaged for just over a minute. The test load of concrete blocks was evenly distributed along the body.



(Left) A good steering lock and improved forward vision make the new Commer an easy vehicle to manoeuvre. The new cab is distinguishable from the previous version by its one-piece windscreen and re-styled radiator grille.

drivers of all shapes and sizes can be suited.

Additionally, there is 2 in. vertical adjustment, although the adjustment mechanism is not particularly easy to operate and can certainly not be worked while the vehicle is on the move, which possibly makes for safety.

Carrying a test load consisting of small concrete blocks which totalled 5 tons 19½ cwt., the 6-tonner was tested at a gross weight of 9 tons 10½ cwt. The payload was evenly distributed throughout the length of the body and the weight distribution between front and rear axles was nearly in the ideal ratio of 1:2.

Wheels Lock

Using a level stretch of the North Orbital Road, in the Hatfield area, braking and acceleration tests were conducted first. When making full-pressure stops from both 20 m.p.h. and 30 m.p.h. all the wheels locked and on each occasion the Tapley meter showed that the maximum deceleration had exceeded 100 per cent.

There was little noticeable lag in the braking system, so the difference between maximum and average deceleration rates would be accounted for almost solely by the distance for

which the wheels were locked. The hand brake showed exceptional efficiency, an average reading of 54.75 per cent. being obtained from 20 m.p.h. without excessive effort on the lever. During the hand-brake tests the near-side rear wheel locked.

Using second, third and top gears, rapid acceleration was achieved from a standstill up to 30 m.p.h. and the direct-drive times between 10 m.p.h. and 30 m.p.h. were good. The engine and transmission showed no signs of roughness when pulling away in top gear from 10 m.p.h. during the second series of tests.

Fuel-consumption figures were taken over the six-mile undulating circuit between Barton and Claphill normally employed on Commer tests. For the first laden test I drove, and, despite three stops, the course was completed at an average speed of 27.5 m.p.h., the fuel-consumption rate being 15.3 m.p.g., as shown by the test tank.

Alan Hargreaves, of Commer Cars, Ltd., drove for the second run and had to use the gears a little less, with the result that 1/32 of a pint less fuel was used, giving a rate of 15.6 m.p.g., and time was saved, the average speed being 28.3 m.p.h.

Later in the day the course was retraced with the test weights removed and on this occasion I obtained 19.2 m.p.g. at an average speed of 30.7 m.p.h. All the figures are reasonable for an indirect-injection oil engine, although it is likely that greater economy would have been shown had an Eaton two-speed axle been fitted.

Hill-climbing tests were made in an ambient temperature of 61° F. Bison Hill, $\frac{1}{2}$ mile long and having an average gradient of 1 in 10½, was used.

Good Cooling

Because of the long cranked filler neck necessitated by the low-slung radiator it was impossible to take the temperatures of the water in the header tank before and after the climb, but the temperature of the water at the top of the neck rose from 149° F. to 162° F. during the ascent, which occupied the surprisingly short time of 4 minutes 23 seconds. The low temperature rise served to indicate that the cooling system has ample capacity for prolonged hill-climbing in ambient temperatures of at least 100° F., additional latitude being given by the pressurizing of the system to 4 p.s.i.

The minimum speed during the climb was 6 m.p.h. and bottom gear was engaged for just over a minute.

For the fade test the 6-tonner was coasted down the hill in neutral, using the foot brake to keep the speed down to 20 m.p.h. This test lasted 2½ min. and approximately 40 sec. of this time was spent with top gear engaged and full throttle applied to compensate for the reduced gradient towards the bottom of the hill.

Although the road was wet, an emergency stop from 20 m.p.h. produced a Tapley meter figure of 80 per cent. Because of the wet surface all the wheels locked. The degree of fade shown was very small indeed in view of the severity of the test and there was only a slight smell of hot facings and no smoke or increase in pedal travel.

Returning to the steepest section of Bison Hill, where the gradient is known to be 1 in 6½, the Commer was stopped and the hand brake held it with ease, although the drums must have been hot. A smooth restart from a standstill was made in bottom gear using only a quarter throttle opening.

Pleasant Handling

The vehicle was pleasant to handle on the road at any speed. The steering was firm but not heavy and the castor action was sufficient to prove of assistance when cornering quickly. The new gear-change linkage adopted on the 6-tonner is a vast improvement on the remote-control layout employed on the 7-ton models. It is more positive and enables quicker changes to be made.

A full series of maintenance tests was not conducted, because the basic layout of the running components, brakes and so forth follows normal Commer practice. Tasks were conducted on the engine, however, and these showed the degree of accessibility to be much higher than is normally found with forward-control designs.

The dipstick, oil filler, oil filter, fuel filter, fuel-lift pump and sediment bowl, exhaust, starter, fuel-injection pump and the fan are reached by removing the passenger-seat cushion and the insulating blanket below it, and lifting the hinged engine cover, which can be tucked behind the squab to hold it up. This operation takes only 22 seconds.

Engine Service

I was then able to check the engine-oil level in 13 seconds and remove the fuel-filter paper element in 50 seconds, replacing it in a further 1½ minutes. The sediment bowl of the fuel-lift pump was removed, emptied, cleaned and replaced and the bowl refilled in 1 minute 20 seconds.

Putting back the engine cover, blanket and cushion occupied 45 seconds. I then checked the oil level again by removing the passenger-seat cushion and just holding up the blanket and the trap. In this way I was able to verify the level in a minute, proving that it is unnecessary to raise the engine cover fully for this purpose.

Removal of the driving-seat cushion enables the seat sub-structure and access trap to be tilted back so that it lies against the driving-seat squab.

D24

ROAD TEST No. 645/M104—COMMER FORWARD-CONTROL OIL-ENGINED 6-TONNER

MODEL: Commer 11-ft. 9-in.-wheelbase forward-control oil-engined 6-ton chassis with standard cab and 15-ft. 6-in. drop-sided body.

WEIGHTS:

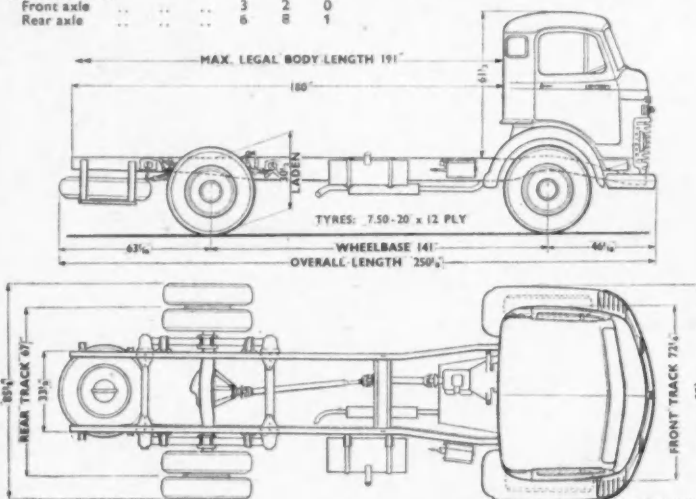
	Tons.	cwt.	qr.
Unladen (kerb weight) ..	3	7	2
Payload ..	5	19	1
Driver, observer, etc. ..	3	2	2
	9	10	1

DISTRIBUTION:

Front axle ..	3	2	0
Rear axle ..	6	8	1

GEAR RATIOS: 6.414, 3.366, 1.788 and 1 to 1 forward; reverse 8.246 to 1; rear-axle ratio 5.857 to 1.

BRAKES: Girling hydraulic system, with two-leading-shoe units at all wheels and Clayton Dewandre Hydrovac vacuum servo. Single-pull hand brake linked mechanically to rear wheels only. Diameter of drums, front 16 in., rear 15.25 in.; width of facings, front 3 in., rear 4.25 in.; total frictional area 438 sq. in., that is 46 sq. in. per ton gross weight as tested.



ENGINE: Perkins C.305 six-cylindered indirect-injection horizontal oil engine; bore 91.44 mm. (3.6 in.); stroke 127 mm. (5 in.); piston-swept volume 5 litres (305.3 cu. in.); maximum net output 76.5 b.h.p. at 2,400 r.p.m.; R.A.C. rating 31 h.p.; maximum net torque 208 lb.-ft. at 1,300 r.p.m.

TRANSMISSION: Through 12-in.-diameter single-dry-plate clutch to four-speed constant-mesh gearbox, thence by two-piece propeller shaft to the fully floating spiral-bevel rear axle.

FRAME: Pressed-steel channel section with one tubular and four pressed-steel cross-members riveted in position.

STEERING: Cam Gears DHQ cam and peg.

SUSPENSION: Semi-elliptic springs, with helper springs at rear axle.

ELECTRICAL: 12v. compensated-voltage-control system with 115 amp.-hr. battery.

FUEL CONSUMPTION: (a) laden, 15.6 m.p.g. at 28.3 m.p.h. average speed; (b) unladen, 19.2 m.p.g. at 30.7 m.p.h. average speed; that is 148 gross ton-m.p.g. as tested (a), giving a time-load-mileage factor of 4.188.

TANK CAPACITY: 16 gal., laden range approximately 250 miles.

ACCELERATION: Through gears, 0-20 m.p.h., 14 sec.; 0-30 m.p.h., 28.5 sec.; direct drive, 10-20 m.p.h., 17 sec.; 10-30 m.p.h., 33.9 sec.

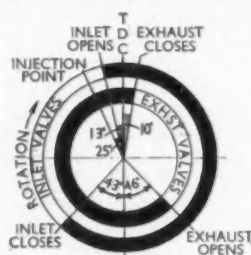
BRAKING: From 20 m.p.h., 25 ft. (17.3 ft. per sec. per sec.); from 30 m.p.h., 53 ft. (18.4 ft. per sec. per sec.).

WEIGHT RATIOS: 0.415 b.h.p. per cwt. gross weight as tested.

FORWARD VISIBILITY: To within 12 ft. of front bumper at ground level on centre line.

TURNING CIRCLES: 48 ft. both locks.

MAKERS: Commer Cars, Ltd., Luton, Beds.



FIRING ORDER 1-5-3-6-2-4

COMPRESSION RATIO 17.4:1

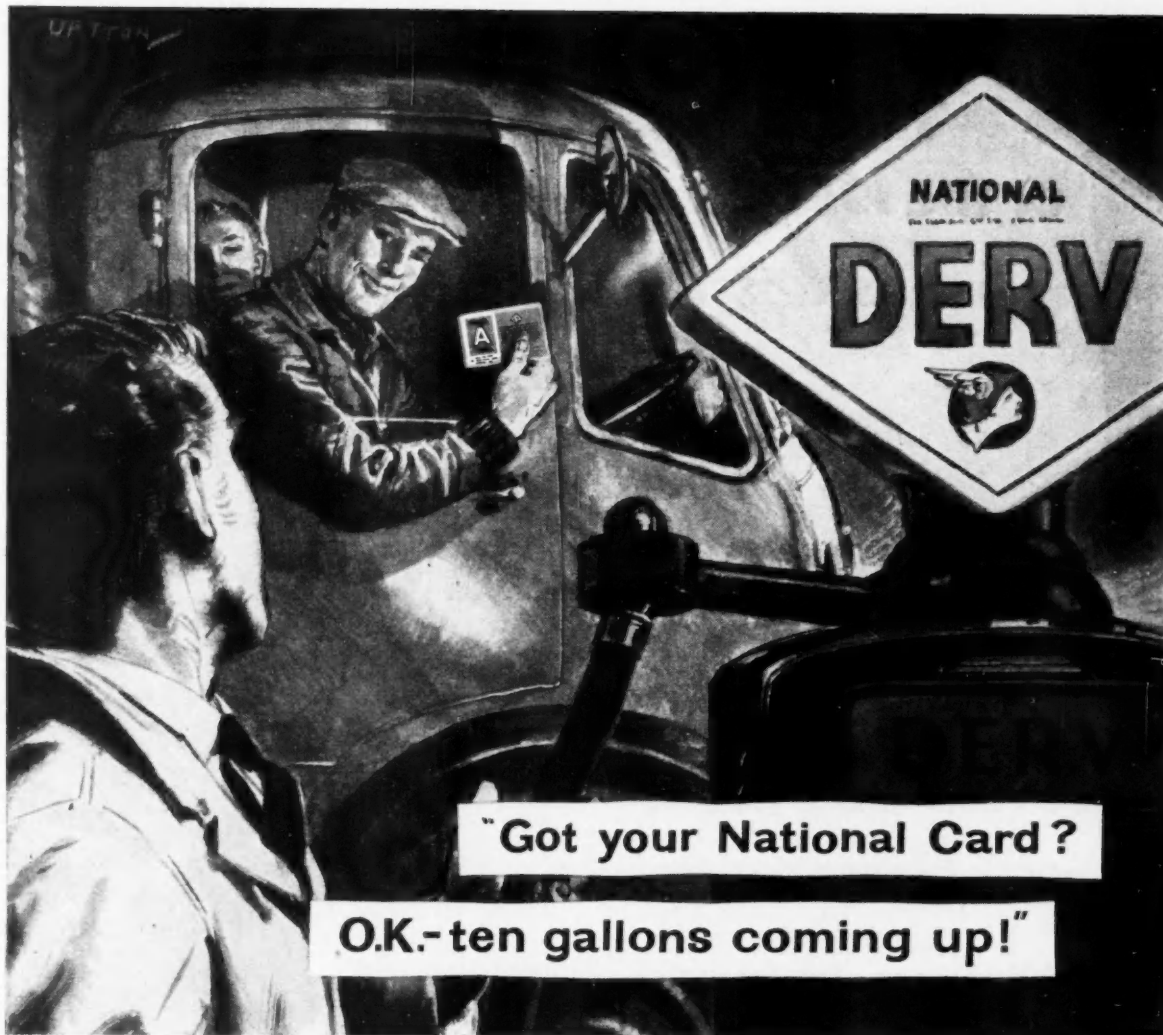
VALVE CLEARANCES 0.015"

With this trap up, good access is given to the fuel injectors, air cleaner, brake fluid reservoir and Thermostat. The trap takes 22 seconds to lift, including removal of the cushion, and when this was done I was able to check the air-cleaner level in a minute and the brake-fluid level in 11 seconds.

For all these jobs I used the standard tool kit, as supplied with the vehicle, but I found that the open-ended spanners were too flimsy to be

of any use for removing injectors. However, all the injectors are easy to reach and their removal should be little more difficult than is normally the case with Perkins engines.

Slightly longer time would be necessary, because the fuel-return pipes have screwed unions at each end, whereas standard Perkins engines have a push-in joint to the main gallery pipe. The driving-seat trap and cushion took 28 seconds to replace.



"Got your National Card?"

O.K.-ten gallons coming up!"

That's the arrangement that operators welcome. Drivers can refuel at any of the nation-wide National Benzole agency sites, by presenting a National Derv authority card.

No money need change hands—the charge can be passed direct to the operating company; far better than a cash payment followed by reimbursement. NATIONAL DERV

is the premier diesel fuel—and the NATIONAL AGENCY Authority Card system makes it obtainable in the most convenient way.

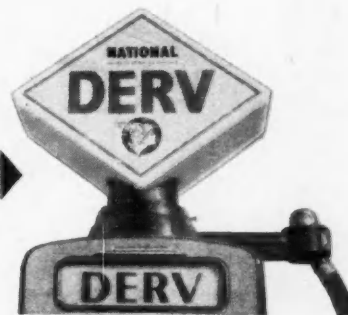
Why not let us arrange these agency facilities for you?

NATIONAL DERV

LOOK FOR THIS GLOBE

NATIONAL BENZOLE COMPANY LIMITED
WELLINGTON HOUSE BUCKINGHAM GATE LONDON SW1

Agents for the Dominion Motor Spirit Co Ltd



The SENSATION
of the 1958 Commercial Motor Show
was this colour impregnated
glass-fibre
body built by
LOCOMOTORS



We also have considerable experience of all types of metal and composite bodywork.
 Full details available from the branches listed below . . .

ANDOVER Town Station Yard and Junction Road, Andover, Hants. Tel.: Andover 3766-7
BIRKENHEAD 86 Shrewsbury Road, Birkenhead, Cheshire. Tel.: Birkenhead 21 & 3162
BIRMINGHAM 392-398 Moseley Road, Birmingham. Tel.: Calthorpe 0331-2
BOURNEMOUTH 704-706 Wimborne Road, Winton, Bournemouth. Tel.: Winton 2704-5
BRISTOL 30a-39 Redcliffe Street, Bristol, 1. Tel.: Bristol 24281-2
CARDIFF 287 Cowbridge Road West, Ely Cardiff. Tel.: Cardiff 71341

CATFORD 40 Rushey Green, Catford, London, S.E.6. Tel.: Hither Green 4433-4
CHADWELL HEATH 77-85 Grove Road, Chadwell Heath, Essex. Tel.: Seven Kings 0074-5
EXETER 85-88 Sidwell Street, Exeter, Devon. Tel.: Exeter 54923-4 & 58938
HARROW 84-88 Pinner Road, Harrow, Middlesex. Tel.: Harrow 1092-3
HORLEY Brighton Road, Horley, Surrey. Tel.: Horley 383-4
MACCLESFIELD Buxton Road and Union Road, Macclesfield, Cheshire. Tel.: Macclesfield 3671

MANCHESTER Elevator Road, Trafford Park, Manchester, 17. Tel.: Trafford Park 0443
MITCHAM 520 London Road, Mitcham, Surrey. Tel.: Mitcham 1657-8-9
SOUTH NORWOOD Repairs and Light Engineering: Pembury Road, South Norwood, S.E.25. Tel.: Addiscombe 3154-5
 Vehicle Sales: 114 Portland Road, South Norwood, S.E.25. Tel.: Addiscombe 8921
NOTTINGHAM 167 Castle Boulevard, Nottingham. Tel.: Nottingham 52609
UXBRIDGE 122-123 High Street, Uxbridge. Tel.: Uxbridge 6371-3



LOCOMOTORS LTD.

HEAD OFFICE: 154 GROSVENOR ROAD, LONDON, S.W.1. VICTORIA 6192



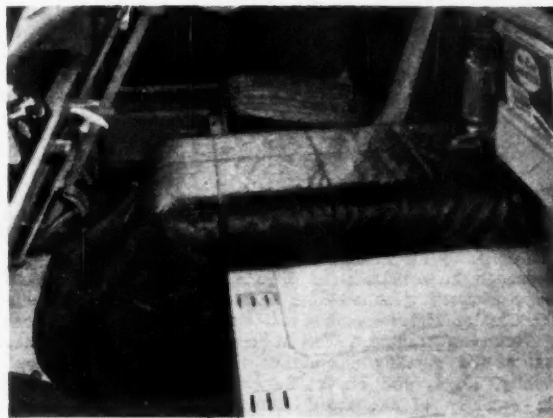
New Equipment

Stronger Tippers

A RANGE of drop-sided tipping bodies stated to have a better appearance and resistance to damage than previous types has been introduced by Telehoist, Ltd., Manor Road, Cheltenham. All external hinges are enclosed in tubular extensions of the side and rear body sills. These tubular members, which also serve as substantial rubbing rails, are open at the bottom to release stones and dirt which might jam the hinges.

The bodies also have lever-and-cam-operated locking catches for the side and tail boards. Replacing peg-type catches, they have a positive action which reduces body rattle. Spring-loaded brackets are now used by the company for restraining the drop sides of three-way tipping bodies in the elevated position.

The engine cover made by Norrish for the Austin Omnivan costs £4 13s. and reduces noise in the cab.



(Left) Stroboscopic phasing of injection pumps is possible with the latest Merlin apparatus.



pump phasing may be done quickly by means of stroboscopic light. The unit suitable for six-cylindere pumps is £60 and that for eight-cylindere £65. Both prices include the cost of the handy stroboscopic light gun.

Oil from the pump is taken into the attachment, which fixes on to the Calimaster at the top, and causes contactor mechanism to impart impulses to the gun. Light is thus projected whenever the individual cylinders operate, and the accuracy of the phasing can be determined by reference to a dial.

In practice, the markings on the rotating dial appear to be static either in advance or retard of the fixed setting, and the pump may be adjusted accordingly. The gun itself may be used as an independent unit for various other purposes such as checking ignition timing by means of marks on the fanbelt pulley and the crankcase.

Spring-return Mirror

A WING mirror of the spring-return type which does not require a large hole for mounting has been designed by Wingard (M.A.), Ltd., Chichester, Sussex. The spring-loaded mechanism of the Silverwing, as it is known, is contained in the bracket.

The company also have an interior mirror intended to reduce dazzle caused by the headlamps of following vehicles. If glare in the

mirror occurs, it is adjusted so that an image of reduced intensity is obtained.

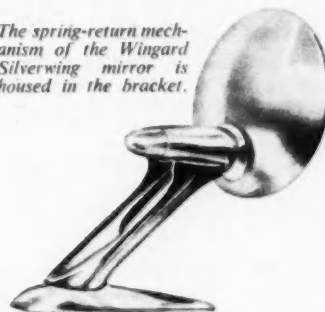
A robust ladder rack comprising two metal channels 4 ft. 6 in. long, which may be attached by webbing straps and clamps to the drainage channel around the roof of a vehicle, is another new Wingard product. Loads may be fixed on the platform between the channels.

A steel-tube telescopic roof rack extending from 3 ft. up to 3 ft. 11 in. is also available.

Quieter Cabs

ENGINE covers for a number of forward-control vehicles are obtainable from S. Norrish, Ltd., 220 Great Portland Street, London, W.1. Specimen

The spring-return mechanism of the Wingard Silverwing mirror is housed in the bracket.



trade prices are as follows: Austin Omnivan, £4 13s.; Bedford CAV, £3 7s. 6d.; B.M.C. 3-7-tonners, £6 18s. The covers are said to reduce noise in the cab and to guard against frost.

Modified Reconditioner

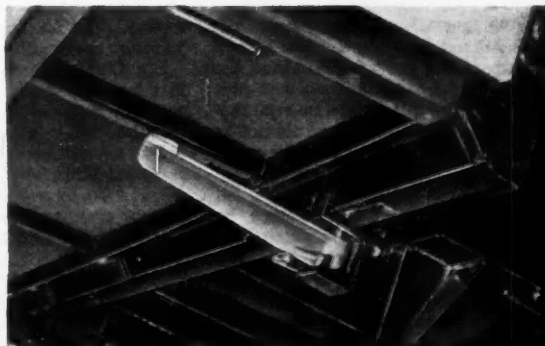
PRICED competitively at £157, the Servicemaster R2 injector reconditioner produced by the Merlin Engineering Co., Ltd., Salterhebble, Halifax, Yorks, is a modified version of their popular R1 model, which costs £236 10s.

The R2, for which a pedestal cabinet is available for £12 extra, has been designed to meet the needs of operators and service stations concerned with the maintenance of the injection equipment of popular types of vehicle oil engine.

Additional attachments for dealing with non-standard types of injection equipment may be purchased separately, and can easily be fitted.

The company's Calimaster R6 fuel-pump test bench at £205 is a more compact version of their superseded pedestal-mounted type. The bench model is retained. The R6 is suitable for testing pumps of lighter types of vehicle. Merlin

Telehoist have introduced spring-loaded brackets for restraining the drop sides of three-way tipping bodies in the elevated position. They lie under the body sills when retracted and may be pivoted out for use in the manner depicted here.



Ministry Man Advises on Normal User, Take-overs and Weight Increases

CONDITIONS of normal-user declarations, difficulties involved in take-over applications and the provision made by the Licensing Authority for overweight vehicles were the main subjects of a talk given last week by Mr. R. G. Clubley, higher executive officer of the Ministry of Transport, West Midland Area, at the monthly meeting of the Coventry, Rugby and North Warwickshire Sub-area of the Road Haulage Association.

Mr. Clubley was accompanied by Mr. R. A. Devenish, of the Ministry, and Mr. G. Braithwaite was chairman of the meeting. This was the third sub-area meeting at which a speaker had given a talk of general interest to hauliers.

After detailing the implications of normal user, Mr. Clubley said that Mr. W. P. James, West Midland Licensing Authority, regarded the conditions as a safeguard of hauliers' interests, as well as a means for limiting the traffic carried by A-licence operators, to the advantage of the industry as a whole. In the absence of normal user, A-licencees could make changes in the traffic carried without a declaration of intention and difficulties could arise in a future application when proving need for an A licence.

Normal User Condemned

During the discussion, Mr. G. Mousley, of Morton's (Coventry), Ltd., condemned normal user as a factor which was undermining the goodwill normally associated with A-licence operations in favour of B-licencees. Mr. Clubley replied that there was provision for A-licence vehicles to carry a limited amount of traffic in addition to that declared in normal user, whereas a B-licencee was bound absolutely by the declaration in his licence.

The Licensing Authority considered the outgoing traffic when an application was heard at a public inquiry and, except in special cases, did not take into account the return traffic. The operator was, therefore, free to back-load goods at clearing houses and so on.

In a request for further information regarding normal-user conditions, Mr. Mousley described a hypothetical case in which an operator had to change the destination of his traffic from one port to another. It was possible, he said, that an application for variation would not be granted because of objections by other operators.

Mr. Clubley stated that if the applicant were not granted his new licence he would not surrender his old licence. If the application were opposed, the decision could still depend on the merits of the case.

Referring to certain B-licence applications in Coventry, Mr. Mousley pointed

out that in one case the bulk of the traffic originated in Scotland. Consequently, the goods carried by the haulier would not affect local operators, but traffic might be abstracted from Scottish operators who had no opportunity to object to the application in the traffic courts.

Would it not have been preferable, asked Mr. Mousley, to have published the application in Scotland. Mr. Clubley replied that a haulier had to make applications in the traffic area in which his permanent base or centre was situated.

Mr. Clubley referred to applications for ordinary A licences by holders of expiring special A licences and said that if an applicant were called upon to do so, he was expected to justify his declaration of normal user. The fact that, in applying for a special A licence, he was not called on to specify normal user did not relieve him of the necessity to make the declaration when applying for a new licence. There would be no grounds for specifying "general goods, Great Britain."

Particular interest was shown by many of the members in Mr. Clubley's review of the difficulties involved in typical take-over cases. One of the first acts of the Authority's staff, said Mr. Clubley, was to verify that the licence applied for did not expire later than the existing one.

If the applicant specified the same expiry date, and in all other respects the terms of the application were identical to the terms of the old licence, the application would not be published in *Applications and Decisions*. There must be reliable evidence that a live business existed.

Wrong Publication Alleged

Mr. Clubley was challenged by Mr. J. Parnell, assistant secretary of the West Midland Area, to disprove that applications had been published which should not have been published. Mr. Clubley gave an assurance that if an application were entirely within the ambit of section 11(3)(b) of the 1933 Act, it would not be published.

If a change of base were involved, the application would be outside this subsection. The Licensing Authority might, however, accept a "trivial" change.

Mr. Clubley emphasized several times that certified figures for the business covering a period of 12 months had to be submitted in a take-over application. A list of customers did not assist the application, but letters of support were of value. These should provide evidence that the customer was willing to do business with the new entity.

Referring to a question regarding the take-over of a haulage company whose operations were restricted entirely to sub-contract work, Mr. Clubley said that this did not introduce any new element in the

application or procedure, so long as the stipulated evidence regarding the business were provided and provided that drivers were hired with the vehicles.

Following a claim that the vendor was a bankrupt or "on the way to bankruptcy" in a number of take-over cases, Mr. Braithwaite observed that it was then impossible for the licensee to operate the vehicles economically during the take-over period. Would it be possible, he asked, for the purchaser to appoint a manager?

This question was referred by Mr. Clubley to Mr. N. Carless, of the R.H.A. panel of solicitors, for his definition of "manager." In response, Mr. Carless said that there could be no legal objection to the appointment of a manager if proper arrangements had been made for remuneration. The Licensing Authority rightly examined cases involving the appointment of a manager because sometimes no business was being operated. The appointment of a manager had, in practice, said Mr. Carless, often represented abuse of the licensing system.

Asked by the chairman to give the meeting advice on some legal aspects of take-over, Mr. Carless said that the vendor should not be paid for his business until the application had been granted. He should continue to operate the vehicles in the intervening period.

During his talk, Mr. Clubley reviewed a number of aspects of applications for contract-A licences. If, he said, it were necessary to replace vehicles during the period of the contract there would be no licensing difficulties, so long as both parties fully agreed to the change.

When Weight is Increased

Other subjects reviewed during the discussion included the procedure to be adopted if the weight of the vehicle were increased as the result of conversion from petrol-engine to oil-engine operation or by virtue of natural causes. An increase in unladen weight up to half a ton was, said Mr. Clubley, normally considered trivial by the Licensing Authority if there were no increase in carrying capacity.

An application to run the heavier vehicle would normally be granted without publication in *Applications and Decisions*. If it related to a capacity increase it might, in certain instances, also be granted without a public inquiry. In one case of this type the additional capacity had been 15 cwt.

Additions to the vehicle of unusual features might, however, create a condition that had to be reviewed in public. If the weight had increased during the lifetime of the vehicle the original authorized unladen weight would be taken into account in a future application.

After agreeing that a vehicle could become heavier without additions being made to the chassis or body, Mr. Clubley said that the Licensing Authority should be immediately notified of the increase. A record of it was made, but no further action was normally taken if the operator continued to run the vehicle.

Shell Rotella Multigrade Oils **proved best**

Shell Rotella Multigrade Oils—the entirely new oils from the world-famous Shell Rotella range—are proving a big success. Reports show that operators are switching to Shell Rotella Multigrade. And no wonder! Shell Rotella Multigrade gives these added advantages over other oils:

FUEL SAVING

Extensive bench and field tests showed that Shell Rotella Multigrade gives a really worthwhile saving on fuel.

REDUCES ENGINE WEAR

Shell Rotella Multigrade flows freely the moment the engine starts and gives immediate engine protection.

PROLONGS BATTERY LIFE

Because Shell Rotella Multigrade makes starting easier it reduces load on batteries.

ELIMINATES SEASONAL OIL CHANGES

Shell Rotella Multigrade has an extended viscosity range—one oil only—summer and winter.

SPECIAL BONUS FOR MIXED FLEET OPERATORS

Shell Rotella Multigrade is suitable for both petrol and diesel engines. This means mixed fleet operators need only buy one oil for all their vehicles.

THERE ARE TWO SHELL ROTELLA MULTIGRADE OILS

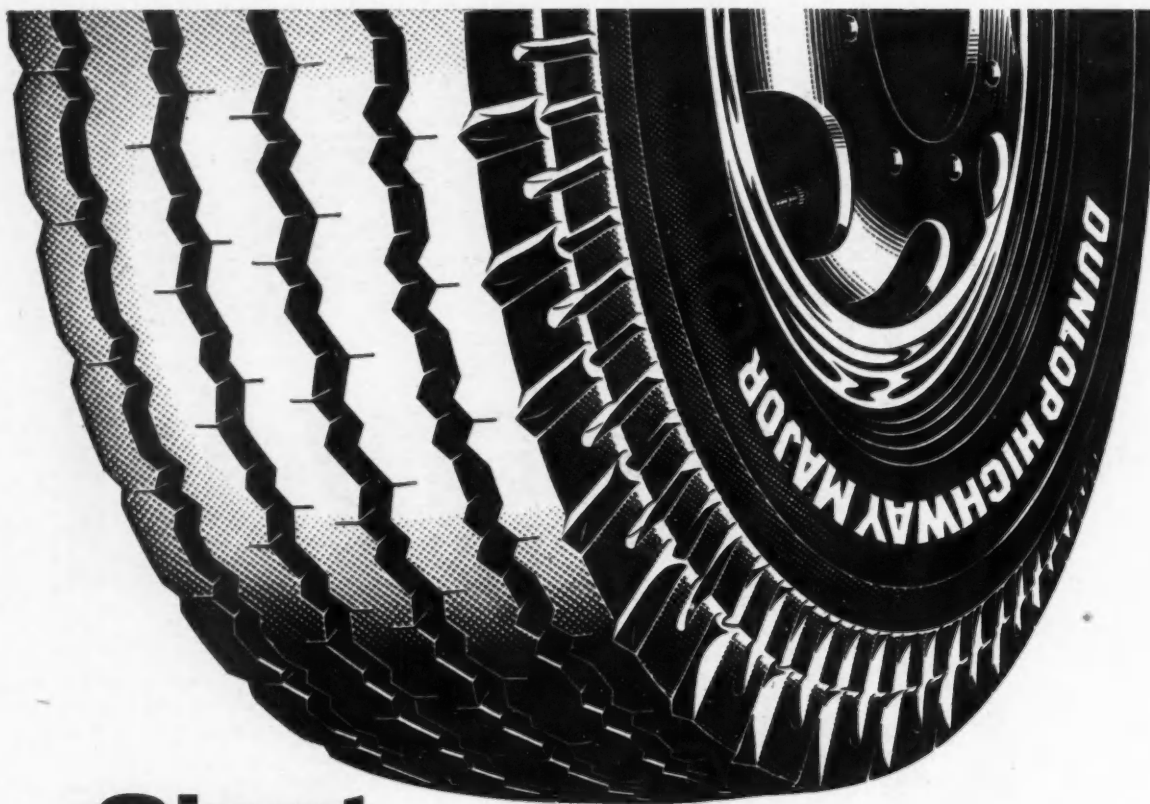
Shell Rotella T Multigrade 10W/30—for engines that need "Supplement I" lubricating oils.

Shell Rotella Multigrade 10W/30—for engines that do not need such a high additive level oil.



Shell Rotella Multigrade Oils

LEADERSHIP IN LUBRICATION



Giant economy from Dunlop durability

Keep down running costs by choosing your giant tyres from the Dunlop range. There are tyres to meet every type of service condition—each one individually built to give you mileage, safety and dependability.



DUNLOP HIGHWAY MAJOR

A first-class tyre with extra strength and tread-depth. Gives profitable *extra* mileage on goods and passenger services.

DUNLOP

BUILT BETTER TO LAST LONGER!

New Special Trailers for Oil Exploration

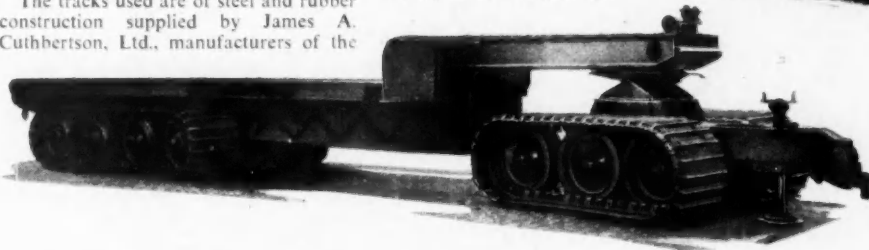
TO give a low ground pressure, tracks are fitted to a novel trailer produced by R. A. Dyson, Ltd., 76 Grafton Street, Liverpool, to the requirements of the Shell-B.P. Development Co. of Nigeria, Ltd., for oil exploration in the Niger Delta.

The tracks used are of steel and rubber construction supplied by James A. Cuthbertson, Ltd., manufacturers of the

(Right) This Dyson steerable bogie has a payload capacity of 20 tons. It will be used, in conjunction with a lorry, to convey complete oil-drilling masts 133 ft. high.



(Left) Rubber and steel tracks 3 ft. wide give this Dyson trailer a ground pressure of only 8.9 p.s.i. at its maximum weight of 44 tons. The sealed box-section backbone of the frame acts as an additional support member should the tracks sink in exceptionally soft ground.



Albion-Cuthbertson Water Buffalo swamp tractor. They are 3 ft. wide and give a ground pressure of only 8.9 p.s.i. for the laden trailer at its gross weight of 44 tons.

At the rear the tracks are 12 ft. 9 in. long. At the front, where they are mounted on a forecarriage which articulates through a 36-in.-diameter fifth-wheel, they are 8 ft. 9 in. long.

A 2-ft.-9-in.-wide single box girder is used to form a backbone-type frame for the trailer. The platform body is 25 ft. long and 9 ft. 3 in. wide. It is of all-steel construction and is supported from the central member by diagonal bracing. The

box-section backbone acts as a support in the event of the tracks sinking in exceptionally soft ground.

The trailer, which can carry a payload of 28 tons, has a roller at the rear of the platform to facilitate the loading of equipment which is hauled on to it by a winch on the tractor. Motive units used will be Caterpillar D8 crawler tractors and possibly the Water Buffalo.

A new Dyson steerable bogie is also for Shell-B.P., but in this case for use in Venezuela. It has a capacity of 20 tons and will be used to support one end of a 133-ft.-high 38-ton oil-drilling mast. The other end of the mast will be carried on

an oilfields truck and the length of the complete outfit will be 145 ft.

Previously the masts have had to be dismantled for transit. Great care has been taken in the design of the bogie to ensure that bending loads and stresses imposed on the mast are reduced to a minimum.

To achieve this the bolster on the bogie is free to articulate fore-and-aft and laterally. It is mounted on a sub-frame which bears on a rubbing circle on the bogie. The bolster is turned by a steering wheel acting through a heavy-duty chain and reduction gearing. A platform is provided for the operator.

"No More Coal by Road at Railways' Expense"

POINTING out that there had been a considerable fall in the railways' coal and coke traffic, Mr. S. W. Nelson, Western Licensing Authority, said last week that he would not be prepared to grant any additional road facilities unless there were some special reason.

Mr. Nelson agreed, however, to allow two hauliers to carry coal and coke to destinations not connected to rail sidings.

F. Whittock, Ltd., Pulteney Garage, Bath, asked for "coke within 150 miles" to be added to the conditions of 15 B-licence vehicles. Mr. A. Barwell, managing director of the British Mineral Corporation, said the War Office and the R.A.F. had decided to switch from gas coke to furnace coke, and they wanted Whittock's to haul 8,000 tons of it from London to Salisbury Plain.

They had quoted a lower rate than the railways, who could deliver only to a station and could not undertake stacking and trimming. After being handed the rates on a piece of paper, Mr. Nelson was told by a railway transit clerk that plenty of trucks were available

and the rail rate could have been cut.

Making the grant, Mr. Nelson commented: "I have to look very carefully into the question of carriage of coke and coal by road owing to the reduction in railway carryings. It has not been said that I must refuse every application, but I have to examine each case carefully."

"In this case, I am told that this customer and their associated companies pay the railways millions of pounds. It

therefore seems to me that they use road when it is most suitable."

The railways could do a wonderful job, which had been illustrated by the way they won back grain traffic from Avonmouth to the West Country. However, the coke tender was accepted on the basis of road haulage, and there was no evidence that other operators would be affected.

In the second case, Mr. E. W. Hatton, Drybrook, Glos., had his B-licence conditions varied to include: "Goods for Drybrook Quarries from 75 to 150 miles, and solid fuel for W. Cory and Son, Ltd., 120 miles." This was also opposed by the railways.

A witness from Cory's said the Clean Air Act had made it necessary for them to have coal carried from Neath and Mansfield without any increase in delivery costs. The company were "railway minded," but deliveries would have to be made to a point which was not connected to a siding. It did not mean a switch was to be made from rail to road.

Mr. Nelson stated: "I must not grant additional facilities to road if it means taking traffic direct from the railways without some special reason." He thought there was a special reason in this case.

FORTHCOMING EVENTS

- November 5-16.—Turin Show.
- November 10-15.—Public Works Exhibition, Olympia, London.
- November 13.—Public Transport Association Annual Dinner, Connaught Rooms, London, W.C.2.
- 1959
- February 5-14.—Amsterdam Show.
- March 20.—Institute of Transport Annual Dinner, Dorchester Hotel, London, W.1.
- May 12-14.—Public Transport Association Conference, Folkestone.
- May 24-30.—International Union of Public Transport Congress, Paris.
- June 9-12.—Public Cleansing Conference, Brighton.
- June 16-25.—Institute of Transport Visit to Copenhagen.
- September 21-25.—Municipal Passenger Transport Association Conference, Edinburgh.

Political CommentaryBy JANUS

Father Figure

INTROSPECTION is not one of the infirmities of the average haulier. The reason may be partly because he has not to think very deeply into his own situation before realizing that he has always been in the house of bondage. He is oppressed by the licensing system, by the Socialists, by the Government in the interests of the railways, and by trade and industry in the interests of cheap haulage.

When he is in his rare mood of self-examination, it is beside the point that he makes a decent living out of his business, perhaps more than he could make in any other way. He regards himself as the slave where others are free, and as a minnow among tritons. Where other industries fix their prices to suit themselves, he dare not so much as publish his own rates for fear that a rival will undercut them. Where the manufacturing tycoons carve up the world between them, he must go "cap in hand"—a revealing phrase that he frequently uses—for any small change that is available.

A more normal mood among hauliers, particularly when there are several of them gathered together, is one of self-esteem. They proclaim the importance of their industry, and assume that whatever they say ought to be heard by the Government with respect, and repeated at length in the Press. When the event fails to come up to expectation, hauliers do not blame the Government or the Press, but decide that the fault lies with the Road Haulage Association. As a result, they are continually pointing out ways in which the R.H.A. could be improved.

The favourite proposal, which has recently come up again from several parts of the country, is for the appointment of a president. He is at one and the same time the symbol of their discontent and of their pride. For most hauliers, he is no more than an idea emanating from the mental processes I have outlined. He is what the psycho-analysts would call a father figure. He is the man destined to bring the hauliers out of the house of bondage. If they must come to terms with giants, they see the advantage of having a giant of their own. Where they think big, he will talk big; and the authorities will listen to him.

Light of Day

The fantasy does not stand up to the light of day. Road haulage is an important industry, but not so important as to tempt a man of the calibre that the hauliers have in mind. He would want a wider and more complex field for his talents, where he would command a salary probably greater than the R.H.A. would be prepared to offer him. The comparison sometimes made with the National Farmers' Union illustrates the point. Sir James Turner, the N.F.U. president, has to cope with a formidable range of agricultural activities, which enter into every aspect of public life, national and international. He has done valuable work for his organization, but it is the status of the industry he serves that has made him an important figure.

Road haulage is merely one section, and that not the most considerable, of the transport industry. Could the British Transport Commission, the hauliers, the bus operators, and perhaps the C-licence holders and the airlines, agree to form one federation, there might be scope for another Sir James Turner to run it. There is no likelihood of such a federation, and the hauliers would not want it. They must be content to have an association of their own, and to recognize that, however well it may be led, its influence and power must be limited.

This does not mean that there is no room for improve-

n32

ment in the R.H.A. Their methods of dealing with this very proposal to appoint a president appear, to the outside world at least, to demonstrate certain weaknesses. The proposal, it is understood, has been referred back to areas, and in the light of their opinions a decision will be reached or attempted when the Association's executive committee meet this month.

The areas might complain that their terms of reference are not clear. They do not know, for example, whether they are asked to recommend, or otherwise, the appointment of a father figure, or of a superior kind of contact man, possibly an M.P., or a peer, or even a television personality, who can put the case for the road haulage industry in places or circumstances where the ordinary Association member or official would not get a hearing. No attempt has been made, for the benefit of areas, to mark out the likely functions of a president, and to suggest how they would fit in with those of the present officials.

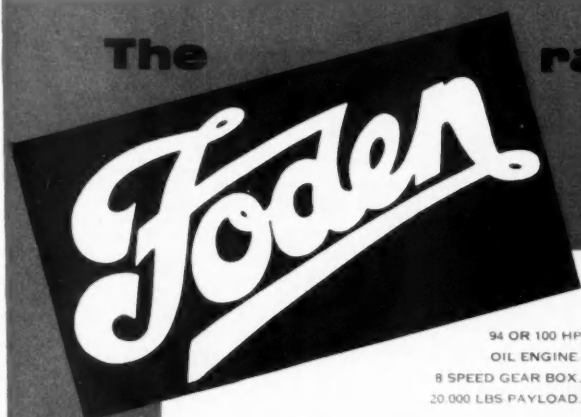
Exalted Position

The decision, if it can be called that, to seek the views of areas was made by the executive committee themselves, who are the chosen leaders of the industry, and have reached their exalted position after a series of local and national elections. Without having been present at the meeting, one can only suspect that the majority opinion of the committee was against the appointment of a president, but that there was a minority of members determined enough to postpone the final verdict until they could summon up fresh support. The assumption may be wrong, but it is at least reasonable to suppose that, if the executive committee on the whole had wanted a president, they would have said so.

Their failure to give a lead in the direction they preferred must be construed by the public as indecision. The minority of otherwise harmless eccentrics who are asking for a father figure get the credit for at least knowing what they want, although in fact the precise nature of their demand is not clear. Provided they remain a minority, the executive committee will be able to cope with the problem, and can turn the proposal down at the next meeting, as probably they secretly long to do. On the other hand, if the minority wins sufficient support in the areas to turn the tables, the executive committee may be forced into agreeing to make an appointment of extremely vague scope, and fundamentally against their inclinations.

There was no need for the committee to drift into this false position. There were several possibilities open to them. They could, for example, have had the courage of their convictions, and thrown the proposal out; or they could have taken the reasonable attitude that at any time they would be willing to appoint a president, part-time or full-time, paid or unpaid, if a sound and detailed case were put up. Such a case could come only from the leaders of the Association, who are aware of what is being done at top level, and of what is being left undone.

This is one of many points on which the members in general must be taught to trust their leaders. To the question: "Do you or do you not want a paid president?" which is in effect being put to him, the ordinary member is almost bound to reply: "Yes!" and is tempted to add, "if only because you find it necessary to ask me the question." From his limited point of view, the Association cannot have too many strong leaders and able advisers. He usually leaves it to the existing leaders to decide what help they want and what should be paid for it.

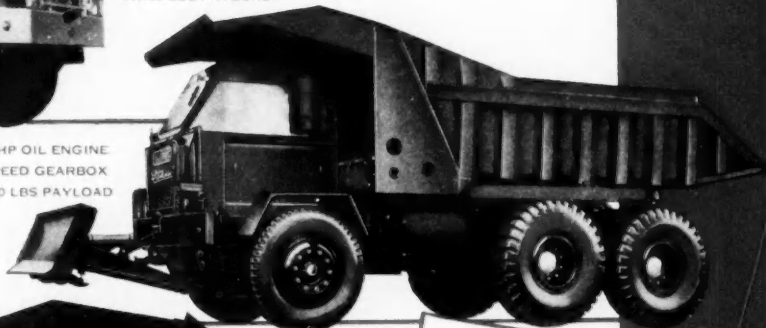


**range of dump trucks
for your site
and equipment**

94 OR 100 HP
OIL ENGINE
8 SPEED GEAR BOX.
20 000 LBS PAYLOAD.



94, 100 OR 150 HP
OIL ENGINE
8 SPEED GEARBOX.
23 500 LBS PAYLOAD.



112 OR 150 HP OIL ENGINE
8 SPEED GEARBOX
33 600 LBS PAYLOAD



150, 180
OR 210 HP
OIL ENGINE
12 SPEED
GEARBOX.
40 000 LBS
PAYLOAD.

**STAND
333**
PUBLIC WORKS
EXHIBITION • OLYMPIA
NOVEMBER 10TH-15TH

300 HP OIL ENGINE.
TORQUE CONVERTER
56 000 LBS PAYLOAD



FODENS LIMITED
SANDBACH CHESHIRE

London Sales Office
139 Park Lane W.1. Tel. GROvernor 5922



**These shoes
can be
dangerous !**

When did you last hold a brake shoe test?

Maybe you'd worry more about the safety of
your transport if you *could* see brake shoes
at a glance. You can't afford to take chances....

**ACT NOW! ASK ABOUT GIRLING
FACTORY LINED SHOES**

GIRLING

THE BEST BRAKES IN THE WORLD



GIRLING LIMITED · KINGS ROAD · TYSELEY · BIRMINGHAM 11

Streets Ahead!

Low first cost is only a start. Fleet operators all over Britain tell us that Regent Remoulds give them more of everything they look for in rebuilt tyres. More mileage, more traction in tough going, more braking efficiency. So specify the Regent Process when sending in your worn cases—specify Regent Remoulds, "next best to new tyres".



REGENT TRUNK-WAY
Modern flat tread gives extra road holding, non-skid and braking power. 1st choice with long-distance operators.

REGENT BI-WAY
Where the going's heavier, fit Bi-Ways. Their deep rugged tread gives more grip, better handling, better secondary and main road performance.

SPECIFY REGENT REMOULDS

THE REGENT TYRE & RUBBER CO., LTD.

FACTORIES

LONDON: Commercial Road, N.18.
Edmonton 5422
MANCHESTER: Clifford Street, Patricroft.
Eccles 3435
BRISTOL: 293 North Street, Redminster 3.
Bristol 61101
GLASGOW: 14/20 Stromness Street, C.S.
South 2979

DEPOTS

LEEDS: 12/14 Regent Street. Leeds 26980
NEWCASTLE-ON-TYNE: Millers Road.
Newcastle 659041
BOURNEMOUTH: Queens Road, Parkstone.
Parkstone 5203-4
LIVERPOOL 1, 17 Seel Street. Royal 1947
WEST BROMWICH: Spon Lane. West Bromwich 1022
DUNDEE: Lower Pleasance. Dundee 2125
EXETER: 5 Marsh Green Road, Marsh Barton. Exeter 76231
LINCOLN: Sunningdale Trading Estate, Sunningdale Drive. Lincoln 21254





CHIVERS AND SONS LIMITED of Histon, Cambridge are among the many satisfied customers who use **'DRIKOLD'** — the dry ice made by I.C.I. — in the transport of their products. Their **'DRIKOLD'** REFRIGERATED CONTAINER is specially designed for long-distance transport.

'Drikold' refrigeration is the best for all types of frozen foods. It is hygienic, has no moving parts to go wrong, is independent of a source of power, and needs no skilled operation or maintenance.

There is no reduction in the payload because 'Drikold' takes up so little room in the vehicle.

Frozen foods STAY FROZEN with 'DRIKOLD'
IMPERIAL CHEMICAL INDUSTRIES LTD., LONDON, S.W.1



Opinions and Queries

Jeremiahs at Work

ALTHOUGH not a wheel has yet turned on any of the home motorways, the Jeremiahs have already started predicting gloom and disaster. "Murderways" and "mass slaughter" are descriptive words, reminiscent of enemy wartime propaganda, where half a truth was made to carry an entirely opposite meaning.

Much of this sort of thing will blind public opinion to facts and turn it against fast road travel, without which road transport will stagnate and vehicle exports decline. The critics forget that, other than in built-up and special areas, there is no speed limit on private cars on the existing road system, which is entirely unsuited to high road speeds.

The inference must be that commercial vehicles are the niggers in the wood-pile, and care will require to be exercised lest a campaign be started against higher road speeds and the possible accident potential of the "Juggernauts."

It is generally accepted, other things being equal, that the larger and heavier the vehicle, the safer it is to handle, with better braking and greater resistance to skidding under normal conditions. One of the fears concerning the motorway is the chain-reaction pile-up type of accident, caused by closely following vehicles travelling at high speed.

Whilst this danger may be minimized by stipulating greater distances between vehicles, it will not entirely eliminate the source. One of the problems in the initial years will be the varying top speeds of goods vehicles. Excluding small types following the private-car pattern, this range comes somewhere between about 32 m.p.h. for older vehicles and the 68 m.p.h. of a recent new model of 14 tons gross; a top speed which may be exceeded before the older and slower vehicles are all scrapped. Add to that the differing temperaments of drivers, from the timid to the downright reckless, and the situation is such that considerably more overtaking than is advisable may occur.

It may be feasible to have an "overtaking" ban on short runs like the Preston by-pass, but it will be next to impossible to enforce it on longer leads. On two- and even three-lane roads, overtaking by a goods vehicle will bring it into the path of the still faster car, and the stage is set for the first kink in the chain.

In circumstances like this, emergency braking assumes much greater importance, the results of which cannot be accurately forecast without experience. Braking and tyre development have made vast strides in recent years and will continue to do so, but the governing factor and limitation of all braking standards is the coefficient of friction between tyre and road. It is here that commercial vehicles, with their larger area of tyre tread and bite on the road surface, score heavily. Any general step-up in orthodox braking to all types of vehicle, will produce a liability to fast skids in emergencies.

Some of the now-obsolete trams had a magnetic braking system whereby eight brake blocks, four on each side, were carried in a horizontal position and parallel with the wheels. On application the blocks were simultaneously dropped on to the tram rails. Being metal to metal the results were, perhaps, not always happy, but there was no denying the great retardation. It is possible that this principle could be adapted to motor vehicles as a supplement to the existing brake. If the technical and manufacturing problems were overcome, the area of contact between vehicle and road, and consequently the coefficient of friction, could be doubled or trebled. The first reaction might be that road surfaces would be torn to ribbons. That need not be the

case, any more than the locked wheel produces at present.

Higher speeds also call for new thoughts on the security of shifting loads and the safety of drivers and passengers. Whether it is the prerogative of the chassis manufacturer or bodybuilder to "armour" the cab, can be left to them, so long as progress is reported in due course. The safety harness should soon be an item of standard equipment.

Glasgow.

ARTHUR R. WILSON, M.I.R.T.E.

Why not Convert Railways to Roads?

WITH the ever-growing number of vehicles on the roads and the prospect of twice as many in a few years, would it not be possible to convert the railways into roads? A start in this direction could be made with the railway from London to Sheffield, or Barnsley to Hull, each of which is duplicated.

It is my opinion that these could be made into highways which would prove so successful that they would lead to many more conversions. On them motor vehicles with a length of, say, 65 ft. could be employed and passenger trains could be replaced by buses such as the remarkable Super Golden Eagle operated by Continental Trailways of the U.S.A. Speeds of at least 60 m.p.h. would be attainable and permit great savings in time, money and accidents. Suitable vehicles would also be far superior in quietness and smooth running to obsolescent railway equipment.

York.

A. I. WATKINSON.

[This idea is by no means new. It was suggested in *The Commercial Motor* at least 25 years ago and it was the subject of a recent conference. There are, of course, certain difficulties, such as comparatively low and long tunnels, insufficiently wide to accommodate the type of road which would be required. This problem of narrow width applies also to many lengths of line raised on embankments, passing through cuttings or in built-up areas. However, the advantages are presented that the land would be available with little or no additional cost, and the work on tunnels, bridges and other widenings might, in all, be less than that involved in driving a motorway through virgin country.—Ed.]

Molybdenum Disulphide Not Harmful to Engines

THERE have recently been several statements in the motoring Press suggesting that molybdenum disulphide additions to engine lubricating oils result in the formation of an abrasive oxide, with consequent excessive wear at the tops of the cylinders and particularly of exhaust valves.

Following this allegation, the writer has had the engine of his M.G. Midget—which has run for 36,000 miles lubricated since delivery with oil containing molybdenum disulphide additions in the generally recommended proportions—taken down and examined by an independent party.

The result of the examination has shown that the engine is in very good condition, with general wear less than usual. In particular the wear of the exhaust-valve stems varied from 0.0001 in. to 0.0002 in., whilst the guide wear was negligible.

Samples of whitish deposit were scraped from the exhaust valves and our own analysis has shown that these consisted essentially of lead compound (derived from the fuel), and the molybdenum content was under 0.01 per cent.

Leeds.

G. J. VINEALL,

Technical Director, Rocol, Ltd.

B17



(Above) A special car body-shell transporter developed by B.R.S. and operated by the Oxford depot. Pairs of bodies are carried on pallets. Each trailer of the Commer outfit is 22 ft. long.

SO far as the trader and industrialist are concerned, the essence of an efficient freight transport service lies in the door-to-door factor. It is a service which the independent haulier has long been able to provide and its features include convenience, the minimum of handling, saving of time and lower costs.

Recent developments within the structure of British Road Services, however, show clearly that the British Transport Commission are prepared to spend a good deal of money to get the business. In this, B.R.S. are in step with British Railways, which, with their rail wagons and road vehicles, are making notable attempts to offer a throughout service in the fields in which rail must predominate.

The lines on which the B.T.C. are thinking were made abundantly clear at the freight transport exhibition which they staged at Battersea Wharf Depot, London, this week. Although most of the exhibits were of new railway equipment, particularly of containers

(Below) A Tri-pad load on a Leyland eight-wheeler. Each of the three interchangeable pallets is 8 ft. long and will accept 5 tons. Detachable sides and headboards are available for each section.



B18

B.T.C. Aim

*Freight Transport Exhibition
Emphasizes Increased Use by
B.R.S. of Special Vehicles*

(Below) The 8-ton SD Freightlifter makes light work of palletized body shells. Each two-body pallet, with its superstructure, weighs 34 cwt. and is designed to carry loads up to 6 tons.



(Above) The prototype V/A parcels van based on a modified Austin 3-ton chassis. The 500-cu.-ft. body has a transparent plastics roof and loading height of 3 ft. 3 in.

and special-purpose wagons, B.R.S. were strongly represented. Here, again, the emphasis was on specialization—the availability of the right vehicle for a particular purpose.

Of a total fleet of some 16,000 B.R.S. vehicles, only 7,750 are assigned to general haulage. The remainder are for outside traffics (Pickfords), parcels, meat and for contract hire.

Throughout the exhibition, emphasis was placed on speedy handling, especially in the loading and unloading of railway wagons. There were frequent demonstrations and in most of them it was the

at QUICKER HANDLING

driving of the fork-lift truck and the 7½-ton Rapier mobile crane which excited as much interest as the load itself.

The fork truck in use was the SD Freightlifter, complete with British Railways' modifications. This machine, of which 50 are in use in depots throughout the B.R. system, will lift more than 8 tons as a fork lift, can be converted into a 6½-ton mobile crane, and with a lifting frame, can handle containers up to 7½ tons. It will also serve as a searcher crane for removing articles weighing up to a ton from the corners of covered wagons, and can be driven from depot to depot on the road.

There are alternative driving positions, both enclosed, at front and rear, and driver fatigue is markedly reduced by the use of hydraulic booster steering. The power unit is a Perkins P6 65 b.h.p. oil engine.

The Penman ramp is being experimentally used. This simple device is designed to ease the task of transferring containers between rail and road vehicles in the railway siding. It consists of two raised rails with inclined end sections which are set up on each side of the railway line. The containers are provided with pull-out skids at each corner and these engage with the guide rails as the vehicle moves between them.

Easy Transfer

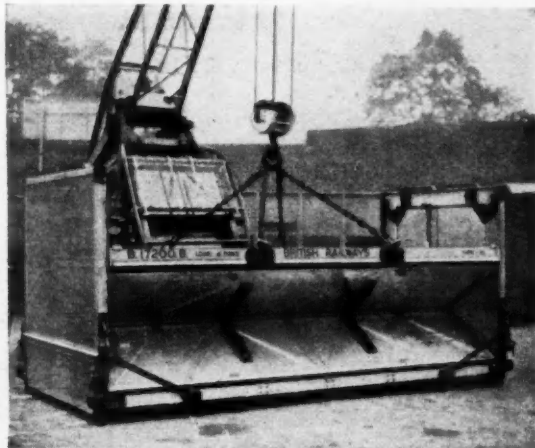
Thus, a railway conflat wagon can be driven between the guide rails, the skids are rolled up the incline and the container is left in the elevated position while the wagon is removed and replaced by the lorry. In the reverse motion, a hinged flap under the container engages with a batten on the floor of the vehicle, the motion of which draws the container gently downwards on to the platform.

Perhaps the greatest factor in reducing handling costs is the use of the unit load, either in a container or on a pallet. Containers are available in a large number of types and sizes, for both rail and road use. They are, however, expensive consignments when travelling empty. An effective solution of this problem lies in the collapsible container, an example of which has been developed for the railways by T.I. (Group Services), Ltd.

It is largely of light alloy and in the erect state has a capacity of 4 tons, or 648 cu. ft. It measures overall 16 ft. long, 7 ft. 5½ in. wide and 7 ft. high, and has a tare weight of 1 ton 11 cwt. in prototype form. It is intended to reduce this to 27 cwt. by using light-metal castings and extrusions where mild steel is embodied at present.

The collapsing drill is simple. Inside the end door there is a roof-mounted lever, actuation of which pushes the body ends outwards, freeing spigots and with-

This experimental 4-ton (648-cu.-ft.) container can be collapsed within its dimensions of 16 ft. by 7 ft. 5½ in. Of light-alloy construction, it can be stacked erect or folded. The collapsing mechanism is controlled by levers on the inside roof and exterior walls.



drawing interlocking bars in the body side collapsing cams. Movement of levers on the exterior of the body sides then breaks the sides at the horizontal hinges, allowing them to jack-knife inwards.

In the collapsed position, the container is folded within its own dimensions and is ready for stacking. Four chain sling attachments are provided for raising and lowering with crane or fork lift.

Flexibility of the pallet system was demonstrated by the Tri-pad shown on a Leyland Octopus rigid eight-wheeler. This arrangement was fully described in *The Commercial Motor* on August 1.

It consists of a 24-ft. platform in three interchangeable sections. Each 8-ft. pallet is capable of carrying 5 tons and can be handled by fork truck. Each section is located on the underframe by two pyramid projections and transverse triangular members.

An unusual car-body transporter has been evolved by B.R.S. and is in use by their Oxford depot. In constant service on the run to Birmingham, the outfit consists of a Commer ES2 tractor, with two 22-ft. trailers. Each trailer is a two-tier structure carrying four body shells on pallets; loading is by heavy-duty fork truck.

The more familiar type of car transporter was also shown at Battersea. This model is a double-decker, in which cars

are run on to the upper stage, which can be raised and lowered by hydraulic rams. Pivoted at front and rear, the deck can be raised from ground level smoothly and rapidly into the travelling position. Four complete vehicles can be carried.

As yet in prototype form, the VA 3-ton parcels van based on the Austin 11-ft. 6-in. wheelbase forward-control chassis, with 3.4-litre B.M.C. oil engine, represents another B.R.S. development. This specially designed van was also described in *The Commercial Motor* on August 1. Although basically a forward-control vehicle, the steering-column rake has been altered and the pedals set back to give an unobstructed passage from cab to body proper.

A deep windscreen and short bonnet line give excellent vision forward when parking, and a window in the bulkhead behind the driver gives almost as good a view to the rear. There is no passenger's seat and entry from both sides is practically unobstructed. The 500-cu.-ft. body has a full-width transparent plastics roof and a rear loading height of 3 ft. 3 in.

The B.R.S. section at the exhibition was completed by displays of coachwork of more standard pattern. They included a 4,000-gal. five-compartment petrol tank on an A.E.C. Mammoth Major chassis, a Bonallack 10-ton bulk grain carrier on a Leyland Comet and an 8-ton meat trolley.



Operated by B.R.S. Bourne depot, this Leyland Comet hauls a Bonallack-bodied 10-ton articulated bulk grain transporter.



Planning for Profit

Great Yarmouth Transport Department operate this Leyland Titan with Massey Bros. bodywork. It is one of 47 similar models in this municipal fleet.

Time is Ripe for the Public to Be Told How Cheap Bus Travel Is: Cost Comparisons with Car Ownership Are—

Ammunition for Bus Operators

WHILST the reasons for the declining fortunes of the bus industry have been discussed *ad nauseam* at virtually every road passenger transport conference over the past decade, the remedy has been hard to find. Pruning of services in an endeavour to offset increasing operating costs has in some instances only accelerated falling receipts so soon as the travelling public found the new timings inconvenient.

Many of the factors adversely affecting the bus operator today are, unfortunately for him, beyond his control. Particularly does this apply to competition from private motorists resulting from a higher standard of living and an ever-increasing rate of car production.

More recently, however, there have been signs that the public are becoming more price conscious. Convenience, regardless of cost, is no longer the sole criterion. In the retail trade, for example, old-established grocers have been compelled to introduce mobile spaces to meet competition from cut-price trading, whilst in other spheres the conditions of a seller's market no longer exist.

Now is the time for bus operators to publicize the cheapness of bus travel compared with the real cost of car travel, on which subject few motorists have any sound knowledge. I will analyse the cost of running a small car to and from work to give operators an idea of the facts that they might use in their propaganda.

Parking Bans

Another new factor which should prove of increasing benefit to the bus operator is the movement, already started in London and Glasgow, to restrict the all-day street parker in city areas, or compel him to pay an economic fee.

Only last week, for example, a ban was imposed on indiscriminate parking in the centre of Glasgow. It was reported that 5,000 motorists formerly went into the city each day and that now there was accommodation for fewer than 2,000 cars. It was significant that after the early rush to claim the remaining free parking spaces, and despite the balance of 3,000 motorists who would normally be parking their vehicles, there was room to spare in parks where a charge was made.

Commenting on the introduction of the Mayfair parking-meter scheme, Mr. A. Samuels, chairman of the London and Home Counties Traffic Advisory Committee, reported a similar situation. The results so far obtained supported the com-

mittee's contention that motorists who had previously parked all day free of charge would find other alternatives rather than park in the street if they had to pay for it.

When stressing the lower cost of travel by bus the operator should make allowance for the limited knowledge which a motorist has on the subject of operating costs. This may be partly because he took up motoring primarily for pleasure. Provided the total expense could be met, details of personal outgoings on non-essentials, if not luxuries, are seldom analysed.

When, however, home-to-office journeys are added to those of pleasure trips, a new element is introduced. As distinct from mileage that was previously non-essential, the journey to the office or place of work is both essential and persistent. Moreover, because the journey is essential, the standard of reliability of the vehicle used should be higher. There are undoubtedly many motorists who have returned to public transport for their home-to-office journeys because of either excessive expense or the unreliability of their previous mode of travel.

Multi-storey Garages?

It might be argued that, because of increasing restrictions on free street parking in city streets, action will have to be taken to provide motorists with alternative accommodation. Multi-storey garages are often mentioned in this connection, but, except for one or two notable examples, they do not at present exist. Where their provision has already been considered, the conclusion has usually been that they would not prove a profitable undertaking, and the recent reluctance of motorists to pay for daily street parking confirms it.

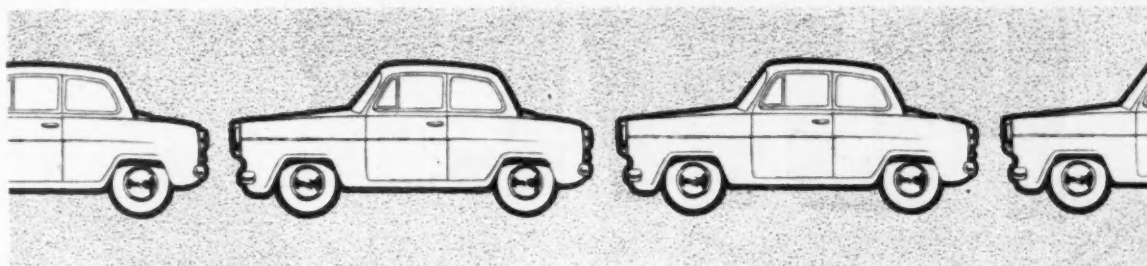
In propaganda it would be well to concentrate on the real expense—and additional personal strain—of travelling to work by private car.

A new 1,000 c.c. car costs approximately £640. Calculating standing costs on a weekly basis, licences would amount to 5s., whilst garaging is assessed at 6s. 6d. This may result from either the rates payable on a privately owned garage or a nominal rent in a public garage, admittedly at a very conservative figure. If it is claimed that this item is nil because the car is left in the street at night, it may be that a higher rate of depreciation will more than offset the saving in rent or rates.

The weekly cost of vehicle insurance is reckoned at 10s., whilst interest at a nominal rate of 3 per cent. on the total

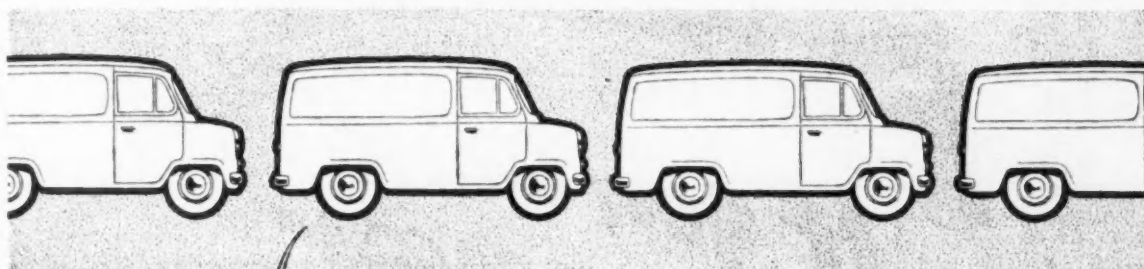
(Continued on page 547)

Fleet Finance



Credit facilities provide modern industry with the most effective method of financing additions and replacements to fleets of private cars and commercial vehicles.

Lombank offer a service for the provision of credit facilities which is organized to deal swiftly and efficiently with inquiries.



For finance with a purpose consult

LOMBANK

LIMITED

Lombard House, Curzon Street, Park Lane, London, W.1
GROsvenor 4111.

Branches and Agents throughout the British Isles and Commonwealth.

LK15

B21

POWER

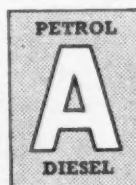
POWER **D**IESEL

*If you want
power
- ask for it!*



The Power Petroleum Co. Ltd.

AGENCY PUMPS IN ALL AREAS



Messrs. Brewer's Motor Services, Caerau, own this A.E.C. Reliance with Weymann 44-seat bodywork, one of 21 A.E.C.s in the fleet. It has a synchromesh gearbox and an Ashanco exhaust brake.



outlay would amount to 7s. 8d. On the assumption that the value of the car will decrease at the rate of £100 per year, the weekly cost of depreciation will be £2. The total weekly standing costs are £3 9s. 2d.

The major item of running costs—fuel—is based on a price per gallon of 4s. 6d. and a consumption rate of 35 m.p.g. This gives a fuel cost per mile of 1.54d. Lubricants are assessed at 0.20d. per mile. With a set of tyres costing £25 and lasting 15,000 miles, the cost per mile would amount to 0.40d. Maintenance is reckoned at 0.69d. per mile, making a total running cost of 2.83d. per mile.

Corresponding operating costs for a used car of similar type are based on an initial price of £400. Licences and rent and rates remain at 5s. and 6s. 6d. per week respectively. I will assume that the owner requires less insurance cover and reduces the charge to 5s. per week. The loss of interest on the initial outlay will also be waived.

Now that the period of the heavy initial depreciation of a new vehicle has been passed, the cost of this item will be reduced to 20s. per week, making the total weekly standing costs £1 16s. 6d.

For the sake of argument, the three running costs—fuel, 1.54d., lubricants, 0.20d., and tyres, 0.40d. per mile—are assumed to remain unchanged, although they might be a little higher. Maintenance will, however, be greater, and is reckoned at 1.03d. per mile, making the total running costs 3.17d. per mile.

Annual Mileage

Before it is possible to calculate the comparable operating costs per mile it will first be necessary to make an estimate of the likely annual mileage. Dealing first with the home-to-office mileage, where the single trip was five miles, a total of 50 miles would be covered during a five-day week, or 2,500 miles per year. When the single trip was 10 miles, yearly mileage would be 5,000.

Allowance has also to be made for pleasure motoring (although academically it could be argued that it was subsidizing the home-to-office journeys) and I will assume 5,000 miles a year for shopping and week-end trips, and annual holidays. The total annual mileage will be either 7,500 or 10,000, according to whether the single trip to the office is five or 10 miles.

With an average weekly mileage of 150, the standing costs per mile for the new car would be 5.53d., or 4.15d. per mile at 200 miles per week. Added to the running costs of 2.83d. per mile, this gives a total operating cost per mile of 8.36d. (150 miles a week) or 6.98d. (200 miles).

With the used car the standing cost per mile would be 2.92d.

at 150 miles per week and 2.19d. at 200 miles per week. Added to the higher running costs per mile of 3.17d., total operating costs per mile amount to 6.09d. at 150 miles per week and 5.36d. at 200 miles per week.

In comparison with a bus fare of 1s. for five miles, the corresponding cost of operating a car over the same mileage would be: New, 3s. 6d.; used, 2s. 6d. Similarly, for the 10-mile trip, the bus fare is reckoned at 1s. 10d., whilst the cost by car is estimated as follows: New, 5s. 10d.; used, 4s. 6d.

Twice as Dear

In all cases it would be more than twice as expensive for only one person to travel by car, but even if a passenger were carried, and so halving the cost per person, bus travel would still be cheaper.

Relative operating costs alone, however, would not provide a fair comparison either between bus or car travel, or even between the cost of operating a new car as opposed to a used vehicle. Complete freedom from responsibility, not to mention driving strain, is provided by the bus, whilst maximum convenience is provided by the private car. With growing traffic it is reasonable to assume that driving strain will increase and many present-day motorists who are using their vehicles to and from the office may begin to question whether it is worth the effort, apart from the added expense.

In trying to save money the owner of a used car is accepting greater responsibility, both in the possibility of inconvenience resulting from an increased prevalence to breakdown, as well as higher insurance risk.

If, in addition to higher car costs, even a nominal sum is added for parking fees in the future, the balance in favour of bus travel will be greatly enhanced. It is impossible to assess a country-wide average for all-day parking fees in urban centres, but even 2s. per day would have a marked effect on car costs. According to the length of journey and type of car, the resulting increase would range from 17 to 40 per cent. S.B.

Higher Efficiency in New Single-pull Hand Brake

AN improvement of up to 50 per cent. in applied force and a 20-per-cent. increase in brake-rod travel for a given lever movement, as compared with normal types, are advantages claimed for a new single-pull hand brake developed by Neate Brake Controls, Ltd., Hampton Road, Hanworth, Middx.

Applied on test of a well-known make of 14-ton vehicle, the new brake gave 1½ in. of rod movement for 9 in. travel at the top of the brake lever, a dynamometer reading of 1,064 lb. being taken at this point. The normal hand brake fitted to the vehicle needed 15 in. of lever travel to produce the same rod movement and gave only 728 lb. on the dynamometer.

The new design, known as the NBC/14, incorporates a secondary lever attached to the bottom of the normal one. This secondary member is forced about a triangular cam

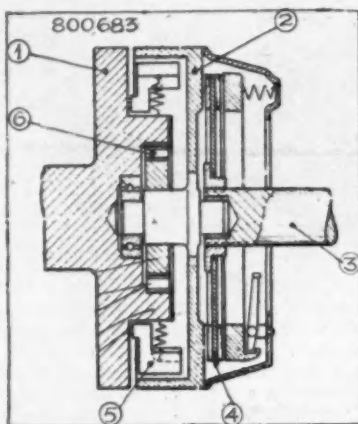
giving a 5-to-1 take-up ratio for the first ½ in. of brake-rod movement. The ratio increases to 7½ to 1 as approximately 1½ in. of rod travel is reached, this being the stage at which the brakes should be fully applied.

With a normal hand brake, having up to 20 in. of lever movement, the driver's arm is usually bent at the end of the stroke, preventing him from giving the maximum pull. As the NBC/14 travels only 9 in., the driver can easily give maximum effort for the final application. It occupies no more space than a conventional single-pull lever. Adjustment of the hand brake is automatic when it is combined with any power braking system in current use.

It is expected that when ordered in quantity the NBC/14 will cost under £8.

Improved Centrifugal Clutch

CENTRIFUGAL clutches, as usually fitted to vehicles, make a tow-start impossible. A clutch that operates centrifugally, but which will also permit a tow-start, is shown in patent No. 800,683. (Fichtel and Sachs A.G., Schweinfurt am Main, Germany.)



The clutch described comprises three members; the flywheel (1), an intermediate rotor (2) and the drive shaft (3). The drive shaft can be coupled to the intermediate member by a conventional manually operated friction clutch (4). The intermediate member, when at speed, is driven via centrifugal friction weights (5) carried by the flywheel, and it is by this means that the drive is normally engaged.

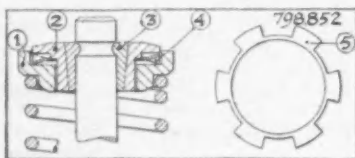
When it is required to crank the engine from the road wheels the centrifugal clutch is of course ineffective. An alternative one-way coupling is therefore provided in the form of a free-wheel (6). This is in parallel with the centrifugal drive and so turns the engine, but overruns when the engine is driving.

MAKING POPPET VALVES ROTATE

IF poppet valves are made to rotate slowly during use, wear is evened out and possibly reduced. A simple modification to the usual assembly, intended to promote slight rotation, forms the subject of patent No. 798,852. (Valves, Ltd., Parkside, Coventry.)

Normally, a spring-retaining collar (1) bears directly on to a conically bored collar (2), which receives and grips the split cotters (3). In the present case, however, a spring washer (4) is interposed.

The washer is of special configuration, as shown on the right. It is formed with radial projections (5) and these are



B24

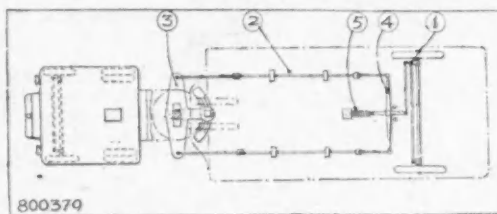
helically twisted so as to slope when in a free state. When compressed by the movement of the valve they tend to flatten out and in doing so exert a powerful but slight circumferential force. This moves the valve through a degree or two, the action continuing all the time that the engine is running.

STEERED SEMI-TRAILER

LONG semi-trailers have difficulty in negotiating sharp corners and patent No. 800,379 deals with a scheme to eliminate this by steering the rear wheels of the trailer. (S. Constantinovich and The Multi-Steering Co., Ltd., 28 Bolton Street, London, W.1.)

In this scheme, the trailer axle is arranged to steer in the opposite direction to the steering movement of the tractor. Referring to the drawing, the rear axle (1) is fitted with steering mechanism, operated by a pair of long rods (2). At the front they are pivoted to a cross-beam (3) which is rigidly attached to the frame of the tractor.

When the tractor corners, the cross-beam follows the angular change and



deflects the trailer wheels. The rods have lost-motion connections in one direction so that only the rod in tension is used. The motion is transmitted through a rear cross-beam (4) pivoted in the middle and provided with a spring (5). The object of this is to bias the steering to the straight-ahead position.

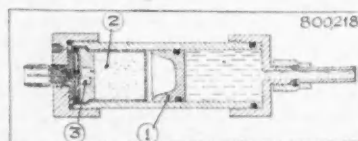
The front cross-beam is automatically disconnected from the tractor if its angular deflection becomes excessive. It automatically re-connects on returning to the straight-ahead position.

BOOSTER VALVE FOR BRAKES

FROM the Borg-Warner Corp., 310 South Michigan Avenue, Chicago, Illinois, U.S.A., comes patent No. 800,924. This deals with a control valve for a servo-assisted hydraulic braking system, the chief feature of which is the way in which the driver is made to feel a proportional reaction as he applies effort on the pedal.

EMERGENCY BRAKE ACTUATOR

EMERGENCY operation of a hydraulic braking system is the object of an attachment shown in patent No. 800,218. It consists of an auxiliary hydraulic cylinder in which a small explosive charge is carried, sufficient to displace enough liquid to work the brakes in an emergency. (The Talco Engineering Co., 2685 State Street, Hamden, Conn., U.S.A.)



The drawing shows a section of the unit which comprises a piston (1) behind which is a slow-burning explosive charge (2). The charge can be fired electrically by a primer (3) wired to a switch on the dashboard of the vehicle.

One unit per brake would be needed and a ball-valve is provided in the pipe system to prevent loss of the emergency liquid.

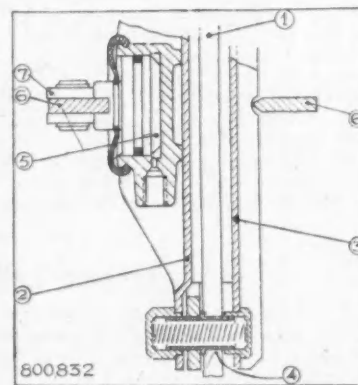
DISC BRAKE DESIGN

PATENT No. 800,832 shows a disc brake in which pressure pads on both sides of the disc are operated by a single hydraulic cylinder. (Alfred Teves Maschinen-und-Armaturenfabrik K.G., 41-53 Rebstocker Strasse, Frankfurt am Main, Germany.)

In the drawing, 1 is the disc, 2 a pressure plate faced with friction material and 3 the opposite plate. The pressure plates are free to slide axially on tubular guides (4) to balance the loading. The guides also contain the release springs.

The hydraulic cylinder (5), when energized, pushes towards the disc and the force is transmitted to the other side by a U-shaped yoke (6-6) which straddles the assembly. A lever (7) is provided for operating the brake mechanically.

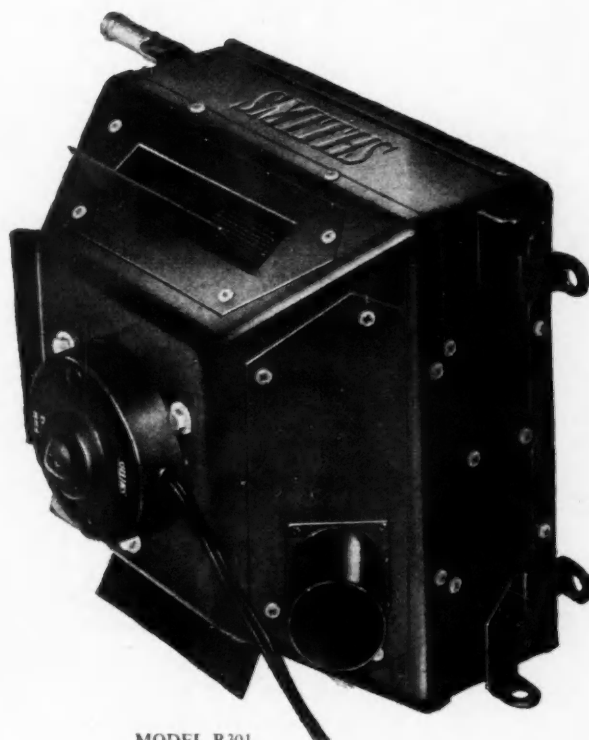
The pressure plates may be adjusted manually or automatically.



MOBILE SHOP DETAILS

PATENT No. 800,711 describes fittings for the interior of a mobile shop. A tubular frame is used to hold display trays; these are held against movement by rubber friction pads. The patent comes from Smith's Delivery Vehicles, Ltd., Princes Way, Team Valley, Gateshead 11.

TRANSPORT VEHICLE CAB HEATER



MODEL R301

AMPLE WARMTH—FROM WASTE ENGINE HEAT. The Smiths Cab Heater delivers to the cab the equivalent of 3Kw. of waste heat taken from the engine cooling system. Two-speed switch giving extra control.

EXCELLENT DEMISTING. The heater provides a generous flow of warm air to the readily adjustable demister nozzle. The result is supremely efficient demisting and defrosting.

PERFECT VENTILATION. Used as a fresh-air heater, the Smiths Cab Heater provides a constant supply of fresh, warm air, keeps the driver both comfortable and alert.

SMALL SIZE. The heater fits handily into very small spaces: it is only $8\frac{1}{16}$ " square x $6\frac{7}{8}$ " deep.

EASY INSTALLATION. Full fitting instructions and a fitting kit complete to the last nut and bolt make installation a simple job. By sacrificing the advantages of ventilation, the heater can also be fitted as a recirculation heater, and installation is then simpler still.

RETAIL PRICE : £12. 10. 0

SMITHS

TRANSPORT VEHICLE

CAB HEATER

SMITHS MOTOR ACCESSORY DIVISION • SALES & SERVICE, 50 OXGATE LANE, LONDON, N.W.2



**PROVED IN PRACTICE . . . the most efficient
L.W.B. tipping combination ever . . .**

**a single Ram —
PLUS a stabilizer!**

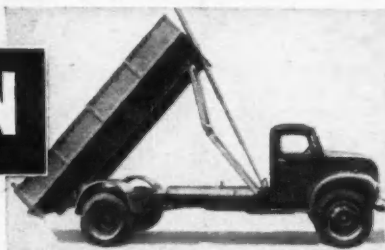
Most efficient long wheel base, tipping combination, a single ram plus stabilizer. What is the advantage of a single ram tipping gear when fitted to a long wheel base truck? Twin rams will control side movements of the body but since the feed from the pump to the ram is from a common source any inequality in weight distribution may result in the lighter loaded ram extending faster than the other.

A single ram and the Weston Master Stabilizer is the complete answer for the most arduous operating conditions. The stabilizer gives security and stability and the Universally Mounted Weston ram is used solely for raising and lowering the body.

This is the principle on which the Model eight is constructed. Its efficiency has been proved by the many years operating successfully throughout the world.

You can't beat

**WESTON
MODEL 8**



**WESTON WORKS
(BIRMINGHAM) LTD · WESTON LANE · GREET · BIRMINGHAM 11**
Telephone: ACocks Green 3936 (4 lines) Telegrams: "Sunsabod, Birmingham."



1954 5T AUSTIN LWB Diesel Truck	£595	1956 LEYLAND Comet Tipper	£1,150
1956 7T BEDFORD LWB Diesel Truck	£695	1955 AUSTIN LWB Truck (Petrol)	£350
1955 7T BEDFORD LWB Diesel Truck	£625	1955 B.M.C. LWB D/S Truck	£595
1954 7T ALBION LWB Tipper Diesel	£865	1951 SEDDON LWB Truck	£400
1956 5T B.M.C. LWB D/S Truck	£625		

**WE ARE SEDDON DISTRIBUTORS
AND BEDFORD DEALERS**

DOUGLAS WEIR LTD.
349 WELFORD ROAD · LEICESTER

Phones: 76901 (4 lines)

The 'HANDY' GOVERNOR



PREVENTS EXCESSIVE ENGINE SPEEDS

REDUCES TYRE & BRAKE RENEWALS

CUTS ENGINE WEAR & TEAR

for ALL-ROUND SAVING

The Handy Governor prevents excessive engine speed without loss of power. It is entirely self-contained and cannot be cheated by manipulation of the choke or throttle.

FOR INDUSTRIAL PURPOSES THERE IS THE B.W. MECHANICAL GOVERNOR.
 BENJAMIN WHITTAKER LTD., Victoria House, Southampton Row, London, W.C.1 HOL. 6024

Butlers Limited

GRANGE ROAD
 SMALL HEATH
 BIRMINGHAM 10
 TELEPHONE NOS
 VICTORIA 3491-2-3-4-5-6
 TELEGRAPHIC ADDRESS
 "VANQUISHER"
 BIRMINGHAM

TYPE 1466
 HEAD- or
 FLOOD-LAMP
 (12 or 24 volt)

ATLANTIC WORKS
 GRANGE ROAD
 SMALL HEATH
 BIRMINGHAM 10

TYPE
 1121
 Searchlight
 (Cabin
 Controlled)

LONG-LEAD
 FLOOD-LAMP
 WITH
 INTEGRAL
 SWITCH
 AND WEATHER
 PROOF
 CONNECTION

WRITE FOR CATALOGUE OF OUR FULL RANGE







EAGLE
SPEEDYLOAD

**SEE THE REVOLUTIONARY NEW
DUSTLESS AUTOMATIC REFUSE COLLECTOR
AT THE PUBLIC WORKS EXHIBITION
STAND No. 220**



**DEMONSTRATIONS
ON THE STAND**

**ALSO ON DISPLAY
EAGLE GULLY EMPTIER
EAGLE SALVAGE TRAILER**

EAGLE ENGINEERING CO., LTD.
P.O. BOX No. 43
EAGLE WORKS, WARWICK
Phone: Warwick 126-7-8

Subsidiary Companies:
Always Welding Ltd., Steel Fabricators,
Ashe Works, Ash, Aldershot
J. F. Buckingham, Precision Engineers,
Eagle Lane, Warwick Rd., Kenilworth

NEW SPEEDYLOAD MODELS

AS SEEN AT THE SHOW

ARE NOW BEING SUPPLIED TO

BIRMINGHAM CORPORATION

FOR PILOT SCHEME

EAGLE
**MUNICIPAL
VEHICLES**

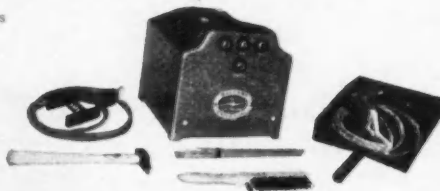
Five minutes with this model will prove its worth!



The outstanding need to the Motor Industry is for a portable, highly effective Arc-Welding machine that really tackles the urgent daily problems of welding light gauge metals. **THE BALLARD UNIVERSAL Mk. I** is now being used extensively on light, medium and heavy gauges throughout this Industry from as far afield as the U.S.A.—West Germany and The Far East. It has been shown at the Electrical Engineering Exhibition at Earls Court, London, the Hanover Fair, Germany; and the Baghdad Fair in Iraq. The Ballard Universal Mk. I is of British manufacture and design throughout, and comes to you with the Manufacturers' 2-year guarantee at a price of £25 complete with all accessories.

Illustrated brochures
by return.

Trade enquiries
welcome.



- DESIGNED PRIMARILY FOR YOU.
- THE ONLY MACHINE OF ITS TYPE IN THE WORLD.
- SIMPLE TO OPERATE.
- AS SOLD TO OVER 30 COUNTRIES OVERSEAS.
- FROM 20 s.w.g.—1" PLATE.
- WILL WELD . . . MILD STEEL; STAINLESS STEEL; WROUGHT IRON; HIGH TENSILE ALLOYS AND CAST IRON.
- WILL TIN AND SILVER SOLDER.
- WILL BRAZE EVEN THE LIGHTEST GAUGE METALS INCLUDING GALVANIZED AND STAINLESS STEEL.
- 200-250 volts single phase, running 16-14-12 s.w.g. Electrodes. PRIMARY input: 12.5 amps.

Ashton-Young Engineering Development Co., Ltd.
76 Cambridge Road, Kingston-on-Thames, SURREY. Kingston 9476

Extensively used throughout the World in light and heavy Industry

next week in



THE MORRIS MINOR is probably the most successful British family car to appear during the past ten years. A major feature of *The Motor* next week will be a specially prepared article to mark the tenth anniversary of this famous car, telling the story behind its conception, design and development. Among other highlights of this issue will be the second in the series "MOMENTS THAT MADE HISTORY" a fascinating account of moments in motor racing that often pin-pointed the success or failure of a competitor. The Turin Motor Show, which opened on November 5, will be covered in a fully illustrated report, and there will be an announcement of considerable interest to sports car enthusiasts. All our regular features will be included.

*Place a regular order with your
Newsagent immediately*



EVERY WEDNESDAY — ONE SHILLING



'BLUE PETER'
RETREADS
GUARANTEE
YOUR OWN TYRES
RETURNED

IF YOUR DRIVERS treat tyres as they should be treated, your casings are a shade above average in condition, and it's worth noting that with Blue Peter Retreads you get the same casings back—not someone else's!

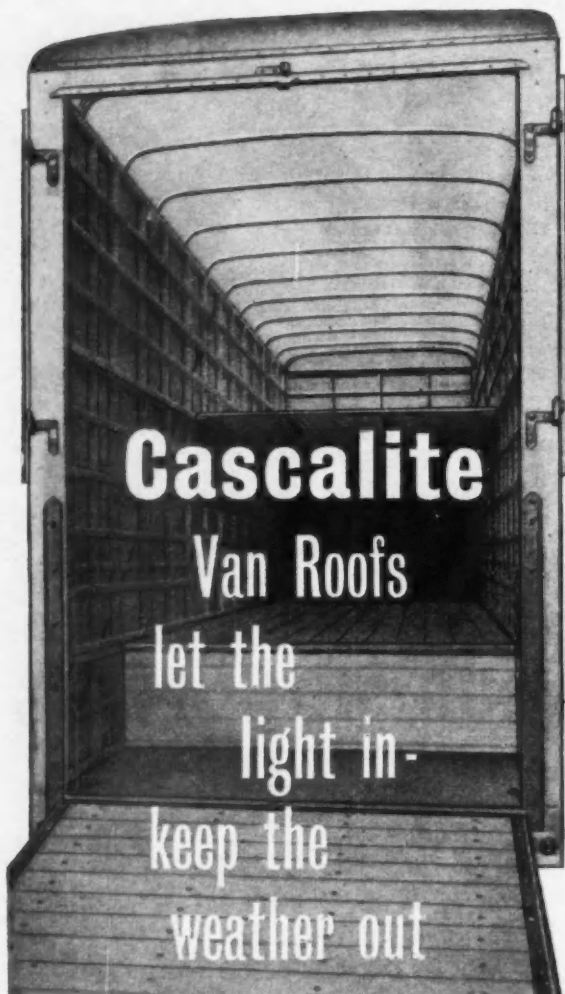
use

'BLUE PETER'
RETREADS

and

SAVE
MONEY
SAFELY





Now available with radius of either 6" or 2"

MADE-TO-MEASURE

Vans of all sizes can now be fitted with Cascalite translucent roofs, which, apart from having both 6 inch and 2 inch side and end radii, are available in any length up to 26 feet and any width up to 7 feet 6 inches. Roof camber radius: 27 feet. NO MOULD CHARGES.

EASY DROP-ON FIXING

Cascalite one-piece translucent van roofs have built-in 1 inch section aluminium channel roof sticks fitting into aluminium end castings which simply bolt securely to the cant rail. No welding, no riveting, no bracketing.

PERMANENT WEATHER-RESISTANCE

The polyester resin/Fibreglass structure of Cascalite van roofs is impervious to rain, snow, sleet or hail, and is unaffected by moisture or by extremes of temperature. It resists, too, the corrosive action of most industrial fumes. These roofs have no seams; they cannot leak. And both outside and inside surfaces are highly polished for the sake of maximum weatherproofing and superior appearance.

85 PER CENT DAYLIGHT TRANSMISSION

Cascalite roofs admit 85 per cent of available daylight to the van's interior through the whole roof area. The light is diffused and glare-free without excessive heat.

Cascalite is a

CASCALOID pioneer-product.

Leaflets and further information from:

B30

STEEL-STRONG, ALUMINIUM-LIGHT

The Fibreglass reinforcement renders Cascalite van roofs shatterproof and weight-for-weight stronger than steel. Yet they are amazingly light. They are absolutely rigid and will never warp or bend.

FLAT SHEETS FOR ROOFING TOO!

Cascalite translucent roofing is now produced in flat sheets of any size up to a maximum of 26 feet long by 7 feet wide.

MOULDED SECTIONS

Sections with a moulded radius of either 6 inch or 2 inch are also available—to any length or width.

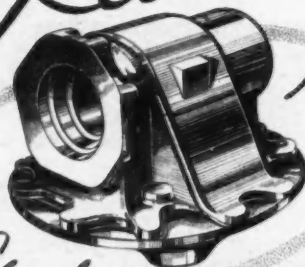
SIDE PANELS WITH 'BUILT-IN' COLOURS

By using coloured resins during manufacture Cascaloid can offer side panels in colours that penetrate right through the material. In light, easy-to-work sheets up to 9 feet x 4 feet, they are available in red, green, white, yellow, grey, blue. Damage by scratching does not need re-painting and will not corrode.

CASCALOID,
 ABBEY LANE, LEICESTER. Tel. 61811.
 Division of the British Xylonite Co. Ltd.

• IF YOU MUST HAVE

Reliability



Specify

*Finest
blackheart*

HALE
MALLEABLE
 IRON
CASTINGS

• SEND FOR DETAILS OF OUR FILM 'MODERN MALLEABLE.'

HALE & HALE (TIPTON) LIMITED DUDLEY PORT Staffs
GRAMS HALEFO TIPTON PHONES TIPTON 1671/5

Famous in Four Reigns

STILL
 the finest
 Clip in
 the world

L. ROBINSON & CO., (GILLINGHAM) LTD.,
 LONDON CHAMBERS, GILLINGHAM, KENT.
 TELEPHONE 5282.

With an end in view...



...about tanks

When industry enquires about the supply of road tanks, transportable tanks and storage tanks, more often than not they enquire of Darham.

Technical Advisory Service

Darham are known for the dependability in constructing tanks for the transporting or storage of liquids and powders. Much of the success of a Darham tank can be attributed to the Technical Advisory Service of Designers and Engineers, who study every individual requirement.

Solving the Problems

They apply their knowledge and skill to the problems of achieving the maximum payload possible, capacity, weight distribution, types of lining, insulation, loading and discharging techniques. The result! The finest tank that man can conceive.

Darham build fine tanks in Mild Steel (suitably lined if necessary), Stainless Steel and Aluminium.

Darham

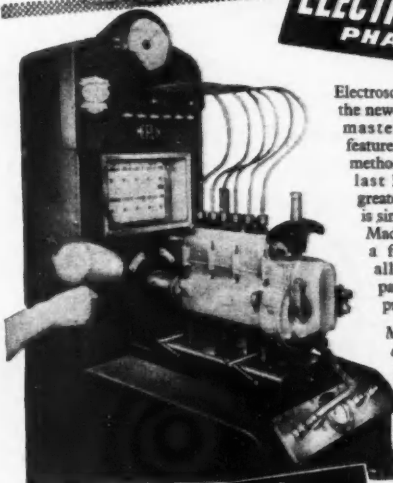
DARHAM INDUSTRIES (LONDON) LIMITED

13 Victoria Street, London, S.W.1.
ABBY 2231 (3 lines)

WORKS: BASILDON, ESSEX AND DURHAM CITY

Another Advance in DIESEL SERVICING!

MERLIN PATENT ELECTROSCOPIC PHASING



Electroscopic phasing—the newest Merlin Calmaster test bench feature. The Merlin method is designed to last longer, gives greater accuracy and is simple to use. Made to be fitted in a few minutes to all test benches past and present production.

Merlin supply everything for complete diesel injection system re-conditioning.

*its NEW and BETTER
— of course it's MERLIN!*



MERLIN

ENGINEERING COMPANY LTD.
Dept. G.M. HEBBLE MILLS - HALIFAX - YORKS
Telephone: Halifax 60241-2 - Telegrams: Merlin, Halifax

LUCAS 'MT' & 'WT' BATTERIES for COMMERCIAL VEHICLES

SUPPLIED BY

Cox's

THE AUTO ELECTRICAL AND FUEL INJECTION SERVICE SPECIALISTS FOR LONDON, BOURNEMOUTH AND SURROUNDING AREAS.

BECKENHAM: Clock House Station, Beckenham Road, Beckenham 146-7.
BOURNEMOUTH: 50 Poole Hill, Bournemouth 2014.
CAMDEN TOWN: Parkway & Dalmeida Street, N.W.1. Gulliver 4461-5.
CLAPHAM: Lendal Terrace, Clapham Station (S.R.), S.W.4. Macclesley 1266-7.
CRICKLEWOOD: 2 Cricklewood Broadway, N.W.2. Gledstone 5423-5.
CROYDON: 111 Brighton Road, Croydon 8144-6.
KINGSTON-ON-THAMES: Elton Road, Park Road, Kingston 1244-6.
WOOD GREEN: 289 High Road, N.22. Bowes Park 1184-5.

Cox & Co (R.W.) Ltd
THE LUCAS-CAV AGENTS



PROGRESSIVE
vehicle suspension
with
Aeon Hollow
Rubber
Springs

Fit Aeon Hollow Rubber Springs for Composite Springing. Lower operating costs. Easily fitted to any vehicle. No servicing needed. Used as Standard equipment by many Commercial Vehicle Manufacturers and fleet owners.




Write for details today.

AEON PRODUCTS (LONDON) LTD.
665 Finchley Road, London, N.W.2.
HAMpstead 907L.

**LESS NOISE!
LESS FUMES!**



with
**NoRisk
ENGINE
COVERS**

Available for
**B.M.C.,
THAMES,
BEDFORD**
and all forward-control vehicles

The NoRisk ENGINE COVER reduces noise and fumes in the driving cab and provides additional protection against frost during the winter months.

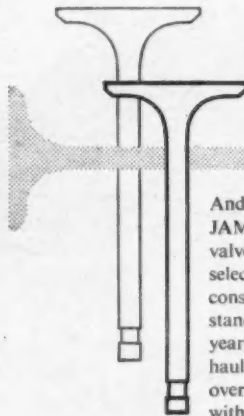
Write TO-DAY for full details from .

S. NORRISH LTD.
220 GREAT PORTLAND ST., LONDON, W.1 Telephone: EUSton 6621
Manufacturers of DROK LUBRICATORS

B32

James

THE VALVES WITH EXTRA MILEAGE BUILT IN



And there's no secret about the way JAMES put extra mileage into their valves. It's achieved by careful material selection, advanced forging techniques, consistently accurate machining and rigid standards of inspection, supported by 50 years' experience. That's why fleet owners, hauliers, motorists and motor cyclists all over the world ask for JAMES—the valves with the extra-long service life.

Next time, fit JAMES and watch the mileage mount



100% British Valves
Guides and Springs

W. G. JAMES LTD.
Kingsbury Works · Kingsbury Road · London · NW9

**Right for any
TOUGH
assignment!**



PARK
Commercial
BATTERIES

PARK BROS LTD · BLACKBURN · LANCs

Park Batteries are fitted as original equipment on "Euclid" Vehicles.

Specialists in

MOULDED RUBBER
HOSE

WE
ALSO
MAKE
3ft.
STRAIGHT
LENGTHS
FROM
1" TO
3" BORE

With CANVAS INSERTION
THROUGHOUT

CATALOGUE & PRICES ON APPLICATION

HERMETIC RUBBER CO. LTD.
HERMETIC WORKS • RYLAND ST • BIRMINGHAM 16
PHONE: EDGBASTON 0983/4 Established 1895 GRAMS HERMETIC, BIRMINGHAM



FLEET OWNERS

... Have your
TREADBARE
TYRES
REMOULDED
for your own
use ... and
thousands of
extra miles BY

ONDURA

- ★ ONDURA believe in 'own-tyre' remoulding for greater economy, safety and value!
 - ★ ONDURA guarantee the certain return of your own tyres.
 - ★ ONDURA service is quick and reliable on all sizes of Giant and Commercial Tyres with treads for mileage and traction.
 - ★ ONDURA REMOULding saves nearly 50% on new tyre prices!
- Have those tyres "ONDURA" Remoulded either through your usual Dealer or contact us direct!

For your pocket's sake

DO TAKE CARE OF THOSE SMOOTH TYRES

ONDURA LTD • KEIGHLEY • YORKSHIRE TEL: 3253



**DRIVE IN
COMFORT
DRIVE IN
SAFETY!**

The SAHARA silently converts waste engine heat into cab comfort. Demister clears screen for improved visibility. Current consumption negligible. Simple step-by-step instructions make installation easy. Supplied with full set of components.

...FIT

WINGARD

**SAHARA
CAB HEATERS**

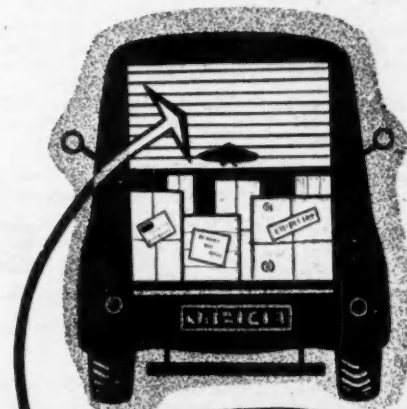
£11 Complete with
Demister. 12 volt and
24 volt models.

WINGARD • CHICHESTER • SUSSEX

ANOTHER FINE WINGARD PRODUCT
10" x 6"
Exceptional field
of vision. Full
range of adjust-
ments. Absolute
rigidity. Easy
glass replace-
ment.
HEAVY DUTY
COMMERCIAL
MIRROR Ref. 1500
Price 25/-



SECURE THOSE GOODS!



WITH HOWARD
"EEZILIFT"

NEW TYPE SHUTTERS

Combine safety with efficiency by fitting "Eezilift" shutters. The all metal bearings ensure easy manipulation, with no bounce or rattle. Smart in appearance. An indispensable asset to all commercial vehicles.

HOWARD BROS. LTD.,

137 Lison Grove, N.W.8

Works: Mount Pleasant, Ealing Rd.
Wembley, Middx.
WEMBLEY, 5015
PADDINGTON 1761

IF YOU ARE BUYING A NEW OR USED COACH, TAKE ADVANTAGE OF OUR LONG EXPERIENCE AND LARGE COMPREHENSIVE STOCK OF QUALITY VEHICLES

NEW COACHES

**MAY WE QUOTE FOR YOUR NEXT SEASON'S REQUIREMENTS NOW?
YOUR ENQUIRY WILL RECEIVE PROMPT AND CAREFUL ATTENTION.**

IMMEDIATE DELIVERY FROM STOCK :—

New BEDFORD/PLAXTON 41-seater Coach. Exterior in Red and Cream with seats in Red patterned moquette.

New BEDFORD/DUPLE 41-seater Coaches. Petrol and Diesel. Exterior to requirements. Seats in Red patterned moquette.

USED COACHES

**WE HAVE A WONDERFUL SELECTION OF USED COACHES PETROL AND DIESEL,
ALL IN ABSOLUTELY TIP-TOP CONDITION, AND A FEW EXAMPLES FROM THIS
EXCELLENT STOCK INCLUDE :—**

1954 Bedford Burlingham 36-seater Full Luxury Coach. Exterior Chocolate and Cream, seating in Red moquette, low mileage, modified R.6 engine fitted. Excellent condition. This machine is offered at a very attractive price.

1955 Bedford Plaxton 37-seater Coach. Exterior two shades of Blue. Seats in contemporary Check patterned moquette, radio, speaker, Formica Side casings. Excellent condition.

1955 Leyland Comet/Duple 36-seater Coaches with exteriors in Maroon and Silver. Seating in Fawn patterned moquette. Formica Side casings. Heaters. Choice of two. Top quality vehicles.

1949 Bedford/Duple 29-seater Full Luxury Coach. Exterior Green with Green patterned moquette. C.O.F. August 1959. First-class condition throughout.

1951 A.E.C. Mark IV/Burlingham 41-seater Full Luxury Coach. New body fitted 1955. Outstanding condition and reasonable price.

1949 Austin/Mann Egerton 31-seater Coach. Exterior Dark Blue and Cream. Seating Blue patterned moquette. Bargain.

1956 Bedford Plaxton 37-seater Coach. Exterior two shades of Blue. Seats in contemporary Check patterned moquette, radio, speaker, Formica Side casings. Excellent condition.

1954 Bedford/Duple 36-seater Coach. Exterior Cream and Red. Red patterned moquette seating. New engine recently fitted. Excellent value.

1955 Albion/Strachan 39-seater Coach. Exterior in Red. Seating trimmed in Dark Red patterned moquette. Outstanding machine at reasonable price.

1955 Albion/Duple 35-seater Full Luxury Coach. Exterior Red and Cream, with seating in Green patterned moquette. Top quality machine at reasonable price.

1954 Bedford/Duple 36-seater Standard Vega Coach. Exterior Red and Cream. Seating in Red patterned moquette. Choice of two excellent machines.

1951 Commer Avenger 33-seater Coach. Exterior Cream and Blue with Blue patterned moquette. C.O.F. April 1961. This is a full fronted up-to-date in appearance Coach at very reasonable price.

1950 Leyland Comet/Plaxton 33-seater Coach. Exterior Blue and Cream with seats in Blue patterned moquette offered at cheap price for quick disposal.

BUSES

1947 Daimler 56-seater Double-decker with Daimler Engine and Northern body. High bridge with rear exit doors. Exterior in Green and Cream. C.O.F. November 1961.

Selection of 1943/45 Daimler Double-deckers with A.E.C. 7.7 engines. These vehicles carry no Certificates of Fitness, but have only just come off service, and are suitable for Works Contracts.

Excellent selection of A.E.C., Albion and Foden 33-seater half-cab machines in extremely good condition and roadworthy offered at very low prices for Contract work.

**MANY OTHERS IN STOCK. MAY WE HAVE YOUR ENQUIRY ?
OUR REPUTATION AS ONE OF THE GREATEST COACH SELLING ORGANISATIONS
IN THE COUNTRY SUPPORTS EVERY TRANSACTION.
HIRE PURCHASE FACILITIES. PART EXCHANGES WELCOMED.**

S.M.T.

177/205 FINNIESTON ST, GLASGOW C.3

Telephone: DOUGLAS 2940 Grams: Bestotrux, Glasgow

FOR VANS, TRUCKS AND COACHES

CLASSIFIED



ADVERTISEMENTS

PRESS DAY. Classified advertisements must normally be received at Head Office by **FIRST POST TUESDAY**. Last minute additions and deletions are accepted by telephone from trade advertisers up to noon. Advertisements received too late for a particular issue are automatically inserted in the succeeding one unless instructions to the contrary are received.

RATES: 8d. per word (Minimum 12 words 8/-). Each paragraph charged separately and name and address must be paid for. Semi-displayed setting 67/6 per single column inch. Centred lines 20/- Series discounts of 5% for 13, 10% for 26 and 15% for 52 consecutive insertions allowed to trade advertisers.

TERMS: Strictly net and prepayable. Monthly accounts for settlement by the end of the month following insertion are allowed to trade advertisers if satisfactory references are provided.

REMITTANCES: Cheques and postal orders should be crossed and made payable to **TEMPLE PRESS LIMITED** and instructions sent addressed to the Manager, "The Commercial Motor," Bowling Green Lane, London, E.C.1.

THE PROPRIETORS retain the right to refuse or withdraw advertisements at their discretion and are not responsible for clerical or printers' errors, although every care is taken to avoid mistakes.

BOX NUMBERS. Private advertisers desiring to have replies sent care of "The Commercial Motor" may do so on payment of 1/- to cover booking and postage, plus cost of four extra words. Box numbers must not be used for the purpose of circularizing and the proprietors do not undertake the distribution of such matter received. To avoid mistakes in forwarding, Box Numbers should be carefully and legibly copied and replies sent to Box CM000 c/o "The Commercial Motor," Bowling Green Lane, London, E.C.1.

HEAD OFFICES: Bowling Green Lane, London, E.C.1, England. Telephone: Terminus 3636. Telegrams: "Pressimus London Telex." Telex: 23839.

BRANCH OFFICES:

Bayliss House, Hurst St., Birmingham, 5. Telephone: Midland 6616.
50, Hertford St., Coventry. Telephone: Coventry 62464.
1, Brazennose St., Manchester. Telephone: Deansgate 6114-B.
12, Ranfield St., Glasgow. Telephone: Glasgow Central 1413.

GOODS VEHICLES FOR SALE AND WANTED

USED GOODS VEHICLES

A.E.C.

6X6 Unregistered ex-W.D. Diesel/petrol chassis and cabs, also 2,500-gal. retoullers; c/w winches if required. Genuine delivery mileage only. M.O.S. rebuilds. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone: Leabrooks 477. zzz-644

A.E.C. ex-M.O.S. vehicles, reconditioned in our workshops complete with 7-ton winch, H.D. draw-bar gear, front and rear, independent certificate of inspection with each vehicle. Faulkners (Transport), Ltd., Broadcon Wallington, Farnham. Phone: Farnham 4234-5. 785-6744

A.E.C. Matadors, tractors, Diesel, ex-M.O.S., reconditioned 7.7-litre Diesel engines, 4 x 4 and 6 x 6, with power winches, A.E.C. 2,500-gal. tankers, unregistered ex-M.O.S. T. E. Cunliffe, 45, Wellington Rd., Handsworth, Birmingham, 20. North 0832. 784-107

A.E.C. Mammoth Major Mark II, 21-ft. alloy-bodied hydraulic end-tipping bulk grain lorry, double drive, new Michelin C20V tyres, £1,250. W. Jordan and Son, Holme Flours Mills, Biggleswade, Beds. Phone 2001. 784-18

A.E.C. Matadors, Diesel 7.7 and petrol engines. A.E.C. Martindale, Cross Hall Works, Chorley, Lancs. Phone: Chorley 3504. 784-780

1954 A.E.C. Mercury, 17-ft. flat, excellent condition, new cab, fitted for trailer, trailer available. Box CM842, care of "The Commercial Motor." 784-x2526

REGISTERED December, 1954, A.E.C. 8-wheel tipper, double-drive, Homalloy body, step-up box, £1,395. Box CM8413, care of "The Commercial Motor." 784-x2599

A.E.C. Matador, 4 x 4, unregistered, ex-government, 7.7 Diesel engine, 7-ton winch, compressed air braking system, very low mileage, £650. Edgware 2572. 784-350

1955 Mammoth Major with 24-ft. platform body, air brakes. 784-350

1954 MERCURY Mk. I with 21-ft. drop-side body. 784-368

ARLINGTON MOTOR CO., High Rd., Ponders End, Enfield, Middx. Phone, How 1266. 784-368

A.E.C. Ex-M.O.S., 6 x 6 chassis and cab, 500 c.w. miles only, 20-ply Trackgrip tyres, a bargain at £525. Mains Motors, Ltd., Woodlands, Ewelme, Oxon. Phone, Ewelme 62. 784-400

ALBION

6X6 Unregistered ex-W.D. low-mileage M.O.S. rebuilds, c/w winches. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone: Leabrooks 477. zzz-645

MAY, 1956, ALBION underfloor Claymore MR7N, chassis and cab only, completion of contract sale, excellent condition throughout. Leonard Bear and Co., Kingsbury Road Southampton. Phone 25750. 785-6763

1948 ALBION 6-wheeler platform, in very good condition, £650, new tyres just fitted. Hamblins Garage, Rectory Rd., Rushden 3211. 784-114

1953 ALBION 3-4-ton long-wheelbase Diesel van, one owner, in beautiful condition throughout, for quick sale, £450. H.P. terms arranged. Ivor 947. 784-294

1950 ALBION FT3 platform, good condition, £150. East 1132. 784-330

ATKINSON

1952 6-wheel double-drive platform lorry with Gardner 6LW engine and air brakes with 16-ft. Dyson 4-wheel platform trailer. ARLINGTON MOTOR CO., High Rd., Ponders End, Enfield, Middx. Phone, How 1266. 784-367

Used Goods Vehicles (contd.)

THE NIGHTINGALE ENG. CO. LTD.
ATKINSON VEHICLES.
LONDON SALES AND SERVICE STATION.
FAVOURABLE DELIVERIES

ALL MODELS
PART-EXCHANGES AND H.P. ARRANGED.
NEW AND USED 8-WHEELERS ALWAYS IN STOCK

THE NIGHTINGALE ENG. CO. LTD.
BALHAM, S.W.12. BAT 2193 (five lines). zzz-628

COMBERHILL GARAGES, LTD.
DISTRIBUTORS ATKINSON VEHICLES.
COMPLETE STANDARD RANGE NOW AVAILABLE
FOR DELIVERY WITHIN 3-4 WEEKS OF ORDER.
PLEASE FORWARD INQUIRIES.

BODYWORK CONSTRUCTED TO REQUIREMENTS
PART-EXCHANGE TRANSACTIONS UNDERTAKEN.

INGS ROAD, WAKEFIELD.
PHONE, WAKEFIELD 2241.
(Five lines.) zzz-851

PRICE'S (EARL SHILTON), LTD.
THE MAIN ATKINSON DISTRIBUTORS.
COMPREHENSIVE spares always available.

ALL new machines fast deliveries. A small selection of high-class used vehicles. Terms and part-exchanges. 4LW, 4LW, 5LW and 6LW Gardner engines in stock.

PRICE'S (EARL SHILTON), LTD.
"THE ATKINSON PEOPLE,"
NEW STREET,
EARL SHILTON,
NEAR LEICESTER.
Phone 3321-2-3. zzz-840

ATKINSON 1948 7½-tonner, 4LW Gardner engine, 18-ft. platform, very clean and good condition, £350. Cardale Garage, 269 Carlton Rd., Nottingham 52034. 784-x182609

CLASSIFIED ADVERTISEMENTS
INDEX TO HEADINGS

USED GOODS VEHICLES FOR SALE AND WANTED	Page 71
NEW GOODS VEHICLES FOR SALE	" 82
USED PASSENGER VEHICLES FOR SALE AND WANTED	" 84
NEW PASSENGER VEHICLES FOR SALE	" 88
MISCELLANEOUS VEHICLES FOR SALE AND WANTED	" 88
SPARE PARTS AND SUPPLIES	" 90
MISCELLANEOUS ADVERTISEMENTS	" 95

Used Goods Vehicles (contd.)

SCOTTS OF NOTTINGHAM, LTD.
LAMBOURNE DRIVE, NOTTINGHAM.
Phone, Deer Park 221-2.
ATKINSON MAIN DISTRIBUTORS.

FAVOURABLE DELIVERY OF ALL MODELS,
6-17 TONS.

SALES, SERVICE, SPARES. 784-104

1954 ATKINSON 8-wheeler long-wheelbase chassis and cab, 6LW engine, auto. lubrication, good tyres, one careful owner.

1955 ATKINSON 8-wheeler long-wheelbase chassis and cab, 6LW engine, 40 by 8 new tyres, reconditioned chassis.

1957 ATKINSON 8-wheeler chassis and cab, auto. lubrication, as-new condition, sold with same guarantee as makers.

NEW ATKINSON 8-wheel heavy oil tanker, 3,600-gal. 3-compartment Butterfield tank, lagged and steam coil, immediate delivery.

MIDLAND Distributors, Ryland Garage, Ltd., Ryland St., Birmingham, 16. Edgbaston 4501-5. Grams, 784-117

AUSTIN
MARSTON MOTOR CO. LTD.
SEVEN SISTERS ROAD,
TOTTENHAM, N.15.
PHONE, STAMFORD HILL 9000.

SERVICE AND SPARES.
SPECIALISTS IN ALL TYPES OF BODYWORK. zzz-699

THE CAR MART, LTD.
SIX MONTHS' GUARANTEE
WHERE STATED.

1957 AUSTIN A152 Omnitruck, 18,000 miles, guaranteed, £445.

1950 AUSTIN 25-cwt. 3-way van, £155.

1957 AUSTIN A35 van, 14,000 miles, guaranteed, £375.

1955 AUSTIN 1-ton van, £395.

1951 AUSTIN 70 gown van, £215.

1955 AUSTIN A40 van, £275.

1955 AUSTIN A40 pick-up truck, £310.

1952 AUSTIN A40 Utility, £255.

1957 AUSTIN A35 van, £355.

1957 AUSTIN A50 van, guaranteed, £435.

THE CAR MART, LTD.
WELSH HARP,
EDGWARE ROAD, N.W.9.
Hendon 6500. 784-80

TWO very low-mileage AUSTIN 6 x 4 chassis and cabs, unregistered, excellent condition, new batteries, £200 each. L. W. Vass, Ltd., Amphil, Bedford. Amphil 3255. zzz-669

Used Goods Vehicles (contd.)

H. A. SAUNDERS, L.TD.,
AUSTIN DISTRIBUTORS.

- 1957 AUSTIN Omnicab, green, one owner, nice condition, £475.
1957 AUSTIN Omnicab, grey, one owner, low mileage, £445.
1955 AUSTIN A40 van, grey, £325.
1955 AUSTIN A40 pick-up, green, £325.
1954 AUSTIN 2-ton boxvan, rear shutter, tailboard, reconditioned engine, repainted, £425.
THE above vehicles carry our "Stand By" guarantee. Hire-purchase, part-exchange, bodybuilding.
ALWAYS a large selection of AUSTIN trucks and vans from 5 cwt. to 5 tons.

H. A. SAUNDERS, L.TD.,

836 HIGH ROAD, FINCHLEY, N.12.
Hillsdale 5272, ext. 22. 784-144

2 X 2, 4 x 4, 6 x 4, unregistered ex-W.D. trucks, good selection, one only new Loadstar, Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477.

1957 AUSTIN Diesel prime mover, Brockhouse-Scammell coupling, first registered November, low mileage, new 7.50 by 20 tyres, heater, J. J. Wright and Sons, Ltd., Dereham, Norfolk. Phone, Dereham 28. 784-23

1953 AUSTIN Loadstar long-wheelbase tipper, fitted Perkins P6 engine and Anthony tipping gear body, in very good working order, £550. Hamblins Garage, Rectory Rd., Rushden, 3211. 784-113

AUSTIN 1951 25-cwt. 3-way van, excellent, £125. 3 Quartermaine Avenue, Westfield, Woking. 784-x2618

1955 5-ton petrol long-wheelbase Luton van.

ARLINGTON MOTOR CO., High Rd., Ponders End, Enfield, Middx. Phone, How 1266. 784-369

AUSTIN 25-cwt., very good condition throughout, £110. Cavendish Motors, Cavendish Rd., N.W.6. Willenden 0940-8. 784-443

AUSTIN 3-ton lorries, unregistered and in excellent condition, new batteries, £110 each. Filwick Service Station, 74 Amphill Rd., Filwick, Beds. Filwick 244. 784-431

1955 AUSTIN A40 van, good condition, new engine fitted, £325.
1951 A70 pick-up, one owner, £200.

COMBES COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 784-251

1957 AUSTIN Ullibull, mint condition, £525. Edgware 2572. 784-353

MANN EGERTON AND CO., L.TD.,

AUSTIN COMMERCIAL VEHICLES DISTRIBUTORS.
Trade Inquiries Invited.

MANN EGERTON AND CO., L.TD.,

5 PRINCE OF WALES ROAD, NORWICH.
Phone 20481. 784-11

1956 AUSTIN 30-cwt. Diesel van, one owner, taxed, well maintained, £525. Wordsworth 1107. 784-142

WEYBRIDGE AUTOMOBILES, L.TD.,

QUEEN'S ROAD, WEYBRIDGE.
Weybridge 2233.

1957 AUSTIN 5-cwt. A35 van, blue, fitted heater, passenger seat, mileage 25,000, one owner, £365.

1957 AUSTIN 5-cwt. A35 van, colour green, fitted heater, passenger seat, mileage 20,600, taxed to end of year, £370. 784-417

1953 AUSTIN A40 vans, 10-cwt., one owner, from £245.
L. H. SPRING, 108 Alexandra Park Rd., N.10. Enterprise 7667. 784-272

1955 B.M.C. 5-ton Diesel chassis fitted with a new Sparshatt 1,150-cu.-ft. Luton van body with drop end at rear, £1,100.

J. H. SPARSHATT AND SONS, LTD., London Rd., J. Hilsea, Portsmouth. Phone, Portsmouth 60361. 784-243

AUSTIN 1954 Loadstar 2-3-ton platform truck, in exceptional condition throughout, £350. Cox's Motors (Hill Top), Ltd., 127 Hill Top, West Bromwich. Phone, Wednesbury 0470 and 1047. 784-381

Austin Wanted

ADVANCE 5242.

AUSTINS wanted! Austins wanted!

AUSTINS wanted! Austins wanted!

G.T.C. (COMMERCIALS), LTD., 2 Addington Rd., Bow Rd., E.3.

ADVANCE 5242. 784-227

BEDFORD

4X2, 4 x 4, unregistered ex-W.D., low mileage, also very excellent selection of O.V. trucks with V.G. cabs, Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. 272-646
A36

Used Goods Vehicles (contd.)

LAWSON PIGOTT MOTORS, L.TD.,

OFFICIAL BEDFORD MAIN DEALERS.
BEDFORDS ARE OUR BUSINESS.

- 1954-5 BEDFORD 10-12-cwt. vans.
1954-5 BEDFORD Dormobile.
1955 BEDFORD 5-ton truck, diesel.
1954 BEDFORD-SCAMMELL 8-ton articulated unit, Diesel.
SCAMMELL 10-ton 22-ft. drop-sided trailer.

BEDFORD LUTON VANS.

BRAND-NEW coachbuilt bodies of 1,000 cubic ft., integral cab, low-loading well, on Bedford 4-ton O-model chassis, overhauled and fully guaranteed, unladen weight approx. 2 tons 16 cwt., in primer.
NEW BEDFORDS. Early delivery most models. After-1 sales service second to none. Inquiries welcomed and promptly dealt with. Part-exchanges? Certainly! Full hire-purchase facilities.

FULL H.P. FACILITIES, 10% DEPOSIT NEW OR USED VEHICLES UP TO 5 YEARS OLD.

YOU are a busy man and cannot find time to come to us? Without obligation on your part our representative will be pleased to call on you to discuss your transport needs. Demonstrations without obligation.

JUST PHONE, BARNET 1061.

SALES staff in attendance until 5 p.m. on Saturdays.

184-6 EAST BARNET ROAD,

NEW BARNET.

Phone, Barnet 1061.

AND

320 KING STREET, HAMMERSMITH,
LONDON, W.6.

Phone, Riverside 4111. 784-338

E. J. BAKER AND CO. (DORKING), L.TD.,

NEW BEDFORD
MAIN DEALERS.

WELCOME inquiries for early delivery all types of new BEDFORD commercial vehicles, articulated vehicles and Utilities.

NEW BEDFORD CA vans available, early delivery.

CHOICE of several BEDFORD vans and Utilities.

SELECTION of used tractor units and trailers.

SEVERAL tippers from 1946 onwards in stock.

SEE also articulated vehicles and trailers.

HIRE-PURCHASE, part-exchanges welcomed. Early delivery all types new BEDFORDS.

273 LONDON ROAD,

STAINES.

Staines 4211 (five lines).

1952 BEDFORD 5-ton O-type short-wheelbase tipper, P6 engine, very good condition, £295.

1952 BEDFORD O-type long-wheelbase boxvan, 1,050 cu. ft. very good condition, £195.

1949 BEDFORD 5-ton short-wheelbase tipper, 6-cu.-yd. steel body, excellent order, good tyres, throughout, £175.

1947 BEDFORD-SCAMMELL tractor and trailer, good tyres, good condition, £150.

1946 BEDFORD 2-3-ton short-wheelbase hand tipper, good condition, £125.

WE welcome inquiries for early delivery all types of new BEDFORD commercial vehicles, articulated vehicles and Utilities.

55-61 LONDON STREET,

CHERTSEY.

Chertsey 2391. 784-457

SHAW AND KILBURN, L.TD.,

BEDFORD MAIN DEALERS, OFFER:—

UNREGISTERED BEDFORD 6-ton diesel tipper, 825 by 20 tyres, 200 miles only on demonstration, £1,275.

UNREGISTERED BEDFORD 6-ton long-wheelbase diesel truck, £150 below list, full manufacturer's guarantee, £1,250.

1956 BEDFORD 10-12-cwt. van, repainted light blue, good tyres, £325.

1958 BEDFORD Dormobile 2-berth caravan, low mileage, £645.

1954 BEDFORD 5-ton drop-side truck, good tyres and excellent mechanical condition, £365.

MANY other good used vehicles below £200.

SHAW AND KILBURN, LTD., Western Avenue, W.3. Acorn 4641. Or 4-6 Berkeley Square, W.1. Grosvenor 4328. 784-33

OVER HALL GARAGES, L.TD.

1956 October, BEDFORD CA van, heavy-duty tyres, excellent order, one owner.

1953 BEDFORD CA large-capacity van, one owner.

1949 BEDFORD 30-cwt. Diesel truck.

SELECTION Diesel boxvans.

OVER HALL GARAGES, L.TD.,

STAINES ROAD, BEDFORD, MIDDX.
Ashford 5741. 784-411

Used Goods Vehicles (contd.)

ARLINGTON MOTOR CO., L.TD.,

OUR REPUTATION IS YOUR GUARANTEE.
SELECTION OF OUR RANGE OF

USED BEDFORDS

COMPREHENSIVE RANGE OF USED VANS AND PERSONNEL CARRIERS ALWAYS AVAILABLE.

- 1957 Diesel (Comet engine) 7-ton long-wheelbase with platform body.
1956 BEDFORD petrol, 7-ton long-wheelbase with platform body.
1955 Petrol 7-ton with 16-ft. platform body.
1954 Diesel (Comet reconditioned engine) 7-ton with 16-ft. platform body.
1951 Petrol 4-5-ton boxvan.

**MAY WE
QUOTE YOU**

FOR YOUR

NEW BEDFORD?

COMPREHENSIVE RANGE OF VEHICLES IN STOCK
HIGH ROAD, PONDERS END, ENFIELD, MIDDX.
Phone, Howard 1266.

ALSO AT

25-27 VAUXHALL BRIDGE ROAD, S.W.1.
Victoria 6033.

CORNARD ROAD, SUDBURY, SUFFOLK.
Phone 2301.

DUMBALLS ROAD, CARDIFF.
Phone 30641.

SALES DEPARTMENT OPEN UNTIL 5 P.M.
SATURDAY. 784-365

HAMILTON MOTORS (LONDON), L.TD.,

THE MAIN BEDFORD DEALERS.

WE always have a comprehensive stock of the first-class "Quality Tested" and other BEDFORDS for your inspection.

MAKE sure you inspect these before you make your purchase. A sample of our stock is as follows:—

- NEW BEDFORD 7-ton forward-control truck, Diesel.
NEW BEDFORD 6-ton short-wheelbase normal-control chassis-cab, Diesel.
NEW BEDFORD 4-ton long-wheelbase normal-control truck, Diesel.
NEW BEDFORD 7-ton short-wheelbase forward-control tipper, petrol.
NEW BEDFORD forward-control truck, Leyland Comet engine.
NEW BEDFORD 7-ton long-wheelbase chassis-cab, petrol.
BEDFORD 5-ton long-wheelbase truck, £195.
1950 BEDFORD 7-ton long-wheelbase truck, £295.
1953 BEDFORD 8-ton tractor unit, £155.
1949 BEDFORD 3-ton long-wheelbase truck, £145.
1950 BEDFORD 7-ton short-wheelbase tipper, £295.
1952 BEDFORD 7-ton short-wheelbase tipper, £675.
1956 BEDFORD 5-ton long-wheelbase truck, £220.
1950 BEDFORD 5-ton long-wheelbase truck, £295.
1952 BEDFORD Spurmobility, cream and red, £465.
1957 BEDFORD 10-12-cwt. van, £395.
1957 BEDFORD Dormobile, blue and red, £395.
1954 BEDFORD 3-ton platform, £295.
1952 BEDFORD 5-ton long-wheelbase tipper, £545.
1955 BEDFORD Ullibull, green, £425.
1956 BEDFORD Dormobile, grey and green, £425.
1955 BEDFORD Dormobile, brown and cream, £395.
1954 BEDFORD 10-12-cwt. van, £275.
1955 SEE the new BEDFORD at our showrooms.

HIRE-PURCHASE facilities, insurance and taxation can be arranged while you wait.

PART-EXCHANGES welcomed.

DEMONSTRATIONS gladly carried out under no obligation.

OUR showrooms are open until 6 p.m. daily and 5 p.m. Saturdays.

HAMILTON MOTORS (LONDON), L.TD.,

466-490 EDGWARE ROAD,
LONDON, W.2.

Phone, Paddington 0022 (12 lines). 784-375

SAVILLE MOTOR SALES, L.TD.,

OFFER THE FOLLOWING EX-DEMONSTRATION
BEDFORDS

AT GREATLY REDUCED PRICES.

6-TON BEDFORD short-end hydraulic tipper fitted with 300-cu.-in. Diesel engine, 7.50 by 20 12-ply tyres, price £1,325.

PART-EXCHANGES. HIRE-PURCHASE FACILITIES.
PHONE, STRATFORD-ON-AVON 3681.

BIRMINGHAM ROAD,

STRATFORD-ON-AVON. 784-399

Used Goods Vehicles (contd.)

CARMO OF LONDON,
THE LONDON CENTRE
FOR NEW AND USED BEDFORDS.
1955 BEDFORD CA van, £325.
1956 BEDFORD CA van, £350.
1957 BEDFORD Utilibake, £485.
1958 BEDFORD 15-cwt. van, many extras, only 300 miles, £525.
1951 BEDFORD 2-3-ton long-wheelbase truck, overhauled throughout, £295.
1952 BEDFORD P6 1,500-cu.-ft. Luton, £825.
1952 BEDFORD 7-ton long-wheelbase truck, £225.
1954 BEDFORD 3-ton long-wheelbase truck, £465.
MANY more available. Please send for full list.

THE NEW BEDFORD
NORMAL-CONTROL RANGE
AVAILABLE FOR IMMEDIATE DEMONSTRATION AND EARLY DELIVERY.
DEMONSTRATIONS ARRANGED ON ANY VEHICLE OR OUR REPRESENTATIVE WILL CALL.
WRITE, PHONE OR VISIT
THE BEDFORD CENTRE,
LEIGHTON ROAD,
LONDON, N.W.5.
Gulliver 5555. 784-382

SHUKER'S OF SHEFFIELD, LTD.
OFFICIAL BEDFORD dealers since 1932. Recommended for new or good used Bedford, all models sent anywhere in Britain.
TIPPERS a speciality, petrol or Diesel. Why not send your inquiries? A straight deal and real value guaranteed.
42-60 BROAD ST., Sheffield, 2. Phone 20311 (four lines), or 23280 after 6.30 p.m. 222-775

FOR
USED BEDFORDS
OR
NEW BEDFORDS.
TOM BYATT, LTD.,
OFFER THE BEST DEAL
IN THE
MIDLANDS.
CONFIDENTIAL HIRE-PURCHASE TERMS.
WANTED URGENTLY, BEDFORD TRUCKS OF EVERY DESCRIPTION IN PART-EXCHANGE.
SEND FOR OUR COMPREHENSIVE LIST OF GOOD USED MACHINES.

BUY YOUR BEDFORD AT BYATTS.
TOM BYATT, LTD.,
FENTON, STOKE-ON-TRENT.
TERMS. EXCHANGES.
Phone Stoke-on-Trent 48811 (six lines). 784-454

GLOSTER GARAGE (CROYDON),
OFFER THE FOLLOWING
BEDFORDS FOR SALE:-
***58** 5-ton long-wheelbase platform (petrol), 9,000 miles, £330.
***56** 5-ton long-wheelbase 8-yd. Anthony hoist tipper, BEDFORD (Diesel), £595.
***54** 5-ton long-wheelbase 8-yd. Anthony hoist tipper, BEDFORD (Diesel), £550; choice of two.
***54** 7-ton long-wheelbase platform R6 BEDFORD (Diesel), £495.
ABOVE vehicles are a complete fleet bought from a C-licence user retiring from business, superbly maintained, very clean, latest modifications, all 825 by 20 tyres.
SPECIAL H.P. terms offered.

117 WHITEHORSE RD., West Croydon. Phones, 785-4 Thornton Heath 5224, 7500.
1952 BEDFORD artic. new P6 engine, gearbox machine complete with 20-ft. platform trailer, £375. Phone, Doncaster 52000, evenings. 784-x2448
BEDFORD, 1946, 5 tons, off contract, £95, good. 39 Mitre Rd., S.E.1. 784-x2447
1956 BEDFORD C.A. 10-cwt. van, as new, £345.
1955 Ditto, £285.
JOHN JORDAN, Manor Garage, Sandy, Beds. 784-39

COACHES AND COMPONENTS, LTD.
1955 BEDFORD 7-ton Diesel truck, very good condition
1952 BEDFORD 3-ton boxvan, very good condition, 469-475 Holloway Rd., London, N.7. Archway 2647. 784-238

Used Goods Vehicles (contd.)

PARSONS AND PARSONS (GARAGES), LTD.
1956 BEDFORD 10-12-cwt. van, £395.
1951 BEDFORD 7-ton long-wheelbase S-type, petrol, £325.
1951 BEDFORD 7-ton long-wheelbase S-type flat, petrol, £300.
1954 BEDFORD 7-ton drop-side truck, petrol, £425.
1948 BEDFORD 5-ton long-wheelbase truck, petrol, £200.
1952 BEDFORD truck, Scammell tractor, Comet engine, Diesel, £640.
1954 BEDFORD 10-12-cwt. van, £275.
1958 BEDFORD Roadmaster, £525.
SALES STAFF ON DUTY SATURDAYS AND SUNDAYS.
PART-EXCHANGE AND PROMPT AFTER-SALES SERVICE.

HARLOW, ESSEX.
PHONE, POTTER STREET 121-2-3. 784-57

K. J. MOTORS, LTD.,
BEDFORD OFFICIAL MAIN DEALERS.
1952 BEDFORD short-wheelbase petrol tipper, metal drop-side body, very good, £295.
1958, March, BEDFORD Utilibake special, finished in ivory and beige with green interior, 6,000 miles only, offered £100 under cost, £550.
WIDMORE RD., Bromley, Kent. Ravensbourne 3456. 784-281

BILL WALTON, LTD.
1950 BEDFORD-SCAMMELL tractor and 20-ft. trailer, one owner, £335.
1952 BEDFORD long-wheelbase tipper, new body.
CHAPPELL'S GARAGE, 190-6 Kennington Park Rd., S.E.11. Phone, Reliance 1177. 784-377

1957 BEDFORD-SCAMMELL Diesel artic. unit with 20-ft. Scammell trailer, one owner since new, small mileage £800.
1955 BEDFORD-SCAMMELL Diesel artic. unit, R6 engine, one owner since new, £425.
1955 BEDFORD-SCAMMELL artic. unit, petrol, one owner since new, £450.
1953 BEDFORD-SCAMMELL Diesel artic. unit, in good running order, £375; trailers in stock to suit the above, many other Bedford vehicles in stock. Terms and exchanges.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Phone, Stevenage 175. 784-65

BEDFORD QL 4 x 4 with winch, M.O.S. reconditioned, complete with new battery, spare wheel and tyre, £150; also same without winch from £80.
Candleni's Transport, Ltd., Tooting, Beds. Phone 205. 786-6798

1955 BEDFORD A model 5-ton long-wheelbase tipper, first-class condition throughout. Geo. H. Kendrick, Ltd., Carters Green, West Bromwich 0778. 784-133
1953 1954 BEDFORDS, A and S types, tippers, choice of four, to be sold owing to ill health. Ingrebourne 2078. 787-6797

1951 5-ton long-wheelbase lorries. Choice of three, £125 each.
MEADWAY COMMERCIALS, Bordenley Green Rd., Birmingham, 9 Victoria 4933. 784-48

1953 OS model BEDFORD-SCAMMELL unit, Perkins P6 engine, perfect condition all round, £275. 11 Prescott Place, Clapham, S.W.4. Macaulay 2264. 784-146

1953 7-ton long-wheelbase BEDFORD, immaculate condition, mechanically good, tyres good, £325 o.n.o. 11 Prescott Place, Clapham, S.W.4. Macaulay 2264. 784-145

1954 BEDFORD 25-cwt. van, one owner, £295. Aerodrome Autos, 258 Watford Way, Hendon, N.W.4. Sun 0071. 784-295

1953 And 1955 BEDFORD A-type Diesel 5-ton short-wheelbase tippers, in excellent condition, from £425. Cox's Motors (Hill Top), Ltd., 127 Hill Top, West Bromwich. Phone, Wednesbury 0470 and 1047. 784-379

5-TON long-wheelbase A-type BEDFORD Diesel-engined chassis-cab, new September, 1950, fitted with a new Sparshatt-built 1,000-cu.-ft. body with drop well at rear, £1,100.
5-TON BEDFORD petrol-engined Luton van with a 1,340-cu.-ft. body, in first class condition, first registered December 1955, £950.

H. SPARSHATT AND SONS, LTD., London Rd., J. Hillsea, Portsmouth. Phone, Portsmouth 60301. 784-244

1946 BEDFORD 30-cwt. truck, excellent condition. 1952 engine, £170. Kimber, Ramsdell, Basingstoke. Monk Sherborne 80. 784-x2597

PRESTAGE, LTD., offer:-
BEDFORD 5-ton Luton van (June, 1950), good condition throughout, £225.
BEDFORD 5-ton boxvan (February, 1953), approximately 300 cu. ft. sound vehicle, £325.
BEDFORD 30-cwt. boxvan (July, 1952), used as bullion van since new, £150.
BEDFORD 5-ton extended chassis, two open decks (approximately 20 ft.), and hydraulic lift tailboard, recently overhauled (April, 1953), £175.
BEDFORD 5-ton Scammell tractor unit (October, 1949), in good condition throughout, £150.
Phone or write, Prestage, Ltd., Bedford Main Dealers, Suffolk St., Birmingham, 1. Midland 4933. 784-271

SLECTION of BEDFORD 5- and 7-ton diesel tippers. Jeffreys Commercial Motors, Neath Rd., Swansea. Phone 7288 and Beverley St., Port Talbot 2897. 784-269

Used Goods Vehicles (contd.)

CAPITAL MOTOR CO., LTD.,
BEDFORD MAIN DEALERS.
SCAMMELL DISTRIBUTORS.
NEW BEDFORD vans and conversions, early delivery
NEW BEDFORD 10-ton tractor unit, 300 Diesel and 3-ton axle.
1949 BEDFORD 5-ton long lorry-tilt, well maintained, £195.
1957 BEDFORD 10-12-cwt. van, one owner, clean condition, £395.
1956 BEDFORD 10-12-cwt. van, roller shutters at rear end, £345.
1950 (Registered) BEDFORD tractor unit, Diesel, £275.
REMINGTON ST., City Rd., N.1. (Nr. Angel.) Clerkenwell 7456. 784-403

BEDFORD all-aluminium meat container, specially built overhanging rails with C-licence 25 miles radius of Sheffield, £400. 373 Eastbank Rd., Sheffield 29139. 784-321

1955 7-ton BEDFORD with extended chassis by S.M.T., 21-ft. platform truck body, good 9,000 by 20 tyres, reconditioned R6 engine, mileage 40,000, vehicle in first-class order throughout, £800.
1956 7-ton BEDFORD with extended chassis by S.M.T., 20-ft. platform truck body, good 9,000 by 20 tyres, original R6 engine, mileage 100,000, first-class order, £800.
INSPECTION anywhere by arrangement.

JOHNS GARDINER (CONTRACTORS), LTD., 82-88 Muir St., Hamilton. Phone, Hamilton 667-8. 784-423

1955 BEDFORD 30-cwt. drop-side truck, 29,000 miles only, ex owner-driver, extras, £475. William R. Pley, Dartford 5480. 784-279

1955 BEDFORD 10-12-cwt. van, £295.
L. H. SPRING, 108 Alexandra Park Rd., N.10. Enterprise 7667. 784-274

Bedford Wanted
A BEDFORD for sale? Phone, Hamilton Motors, 466-490 Edgware Rd., London, W.2. Phone, Farringdon 0022 (12 lines). Immediate settlement and best prices, 222-506
CONTRACTOR requires three BEDFORD A model 5-ton tippers, petrol or Diesel; will pay a good price; short-wheelbase preferred.
MESSHAMS, 4A Walker St., Liverpool, 6. Phone, Anfield 2170. 787-6780
1954 Or later 2-ton BEDFORD, also Bedford tippers, Walton Haulage, 255 Walton Lane, Liverpool, 4. 784-152

ADVANCE 5242.
BEDFORDS wanted! Bedford wanted!!
BEDFORDS wanted! Bedford wanted!!
G.T.C. (COMMERCIALS), LTD., 2 Addington Rd., Bow Rd., E.3.
ADVANCE 5242. 784-226

BEDFORD. All types wanted.
BEDFORD. All types wanted.
Phone or write.
CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10.
GRE 2033-4. 784-332

WILLIAM RIPLEY Wanted BEDFORDS of all types. Phone, Dartford 5480. 784-276

B.M.C.
1956 B.M.C. Diesel artic. unit, 2-speed axle, in excellent running order, £650; trailers available if required.
RUSH GREEN MOTORS, Langley, Hitchin, Herts, Stevenage 175. 784-75

COMMER
1958 COMMER 12-ton TS3 tractor unit, 13,000 miles only, S.A.E./S.M.M.T. coupling, air/hydraulic brakes, Eaton 2-speed heavy-duty rear axle, cab heater, trailer control valve. Also available, Tankers 25-ft. platform semi-trailer to match, complete with air pressure/vacuum braking and load control valve.
F. N. MORGAN AND CO., LTD., Chepstow Rd., Newport, Mon. Phone, Newport 58411. 784-241

NEW COMMER long-wheelbase Rootes Diesel, very latest cab, 5-speed air brakes, 900 by 20, ex stock.
1956 COMMER Rootes Diesel, 18-ft. platform, one C-licence owner, £925.
1956 (Registered) COMMER QX petrol 7-ton, 18-ft. platform, £275.
1955 (Registered) COMMER QX petrol, 5-ton 31-yd. tipper, £275.
1950 COMMER QX 7-ton 16-ft. 6-in. drop-sider, £175.
1951 November, COMMER 10-12-ton articulated unit, 22-ft. B.T.C. 4-in-line platform and one low-load 17-ft. platform, £425 the lot.
1951 COMMER Q3 13-ft. drop-sider, heater, £125.
PART-EXCHANGE or H.P. arranged.

JOHNS JORDAN, Official COMMER Agents, Manor Garage, Sandy, Beds. Phone 271. 784-40

1953 COMMER vans, plain, from £265.
L. H. SPRING, 108 Alexandra Park Rd., N.10. Enterprise 7667. 784-279
A37

Used Goods Vehicles (contd.)

1950 Model COMMEX QX (underfloor engine) 5-6-ton 16-ft. boxvan, separate cab, on new 7.50 by 20 tyres, 2-way loading, in first-class condition, one C owner, immediate H.P. £195. Morris, 506-508 Kingston Rd., London, S.W.20. Phone, Cherrywood 4568-1480, and after 7 Cherrywood 4322. 784-265

1951 COMMEX QX 7-ton boxvan, in first-class condition (late property of multiple grocers), will be sold in Hall and Palmer's auction sale at Heibel Airfield, Norfolk, on Tuesday, November 11. 784-xC2606

BURGH HEATH SERVICE STATION.

BRIGHTON RD., Burgh Heath, Surrey. Phone, Burgh Heath 2059.
BURGH HEATH SERVICE STATION for good used commercial, choice of over 12 5-12-cwt. vans, all makes, from £185-£310. 784-309

SMITH AND BLACKWELL, LTD., offer:—

1956 COMMEX 8-cwt. van, blue, very good condition, fold-in floor rear seat, one owner, £375.
1950 COMMEX QX 7-ton short-wheelbase drop-sided truck, £115.
1950 COMMEX QX 7-ton long-wheelbase engine overhauls, platform body, £240.
325 ESSEX RD., Ilington, N.I. Canonbury 6451. 784-450

CROSSLEY

CROSSLEY well, low loader, knock-out axle, tyres new, £150.
WALKERS FILLING STATION, Ecclesfield, N. Sheffield. Phone, Ecclesfield 3667. 784-158

DENNIS

DENNIS Max 8-ton Diesel trucks, unregistered, ex-M.O.S. excellent condition, spare wheel, batteries, etc., £420 each.
L. VASS, LTD., Amphil, Bedford. Amphil 3255. 784-697

1955 DENNIS Stork 15-ft. drop-side. What offers?
1945 DENNIS Max, 18-ft. platform, £275.
JOHN JORDAN, Manor Garage, Sandy, Beds. Phone 271. 784-42

1950 DENNIS Jubilant rigid 8-wheeler, double drive, 24-ft. body, unladen weight 7 tons 5 cwt., in good running order.
PRALLS (HEREFORD), LTD., Holmer Rd., Hereford. Phone, Hereford 4221. 784-83

ONE DENNIS Diesel-engined Pax 6-ton double-drop-side truck, first registered March, 1952, generally in 100% condition, including practically brand-new tyres with spare unused, licensed until the end of the year, a really immaculate vehicle, £565. Alma Garages (Bristol), Ltd., 74 Feeder Rd., Bristol, 2. Phone 77667. 784-19

1947 DENNIS Pax long-wheelbase truck, petrol engine, excellent order throughout, £125.
J. BAKER AND CO. (DORKING), LTD., 55-61 E. London St., Chertsey, 2391. 784-453

DODGE

DODGE 5-6-tonner, long wheelbase, October, 1956, exceptional condition, fitted Eaton 2-speed axle, well tired, ready for work, £800. Dartmouth Garage, High St., West Bromwich. Phone, Wess 2441-6. 784-121

1953 DODGE 195 P6 long-wheelbase drop-side coal-bodied tipper, very good condition. Geo. H. Kendrick, Ltd., Carters Green, West Bromwich 0778. 784-130

1952 DODGE 105 P6 long-wheelbase drop-side, £325. Watford 31863. 784-354

1950, December, DODGE 105, P6 Diesel, platform, in good condition, 36 by 8 tyres, £240. 57271.
CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10.

GRE 2033-4.

784-334

1951 3-ton boxvan, Ford 4D engine, £350.

EAST GREENWICH GARAGE, LTD., Trafalgar Rd., S.E.10, Gre 4776-7. 784-346

Dodge Wanted

WANTED. DODGE, 1951 onwards. Phone or write
CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10.

GRE 2033-4.

784-331

WANTED urgently, DODGE, all models, 1953 onwards, Church Road Motors, Hadleigh, Essex. Phone 57271. 784-134

E.R.F.

1948 E.R.F. 12-ton 6-wheeler boxvan, double drive, 24-ft. body, 6LW engine, 5-speed box, in good running order, £475.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 784-73

1956 66G 6-wheeler, 24-ft. treble drop-side, mileage 60,000, carefully used, original tyres, with special A licence 6 tons 8 cwt., Eastern Area. W. Jordan and Sons, Holme Flour Mills, Biggleswade. Phone 2091. 784-46

NEW E.R.F. 44G 4-wheel, 20-ft. platform, immediate delivery.

1940 E.R.F. Twin-steer light 6-wheeler, 4LW, £395.
JOHN JORDAN, E.R.F. Distributors, Sandy, Beds. Phone 271. 784-41

1943 and 1948 E.R.F. 4-wheelers, 5LW, both slightly damaged, will sell as one piece or spares. All parts available, 9 Newthorpe Common, Eastwood, Notts. Phone, Langley Mill 2623. 784-291

A38

Used Goods Vehicles (contd.)

1943 E.R.F. long-wheelbase 7½-ton flat, 7.7 engine, 055 box, £175. Justice, Langley Mill 1182. evenings 3625. 784-284

E.R.F. 1945 7½-tonner, 18-ft. double-drop-sided 6LW body, very clean and in excellent condition, £265. Cardale Garage, 269 Carlton Rd., Nottingham 52034. 784-xC2609

FODEN

FODEN 12-ton 6-wheeler trucks, unregistered. Gardner 6LWs on 1400 by 20 big single tyres, £900 each, 36 by 8 twin rears, £1,000 each. L. W. Vass, Ltd., Amphil, Bedford. Amphil 3255. 784-765

1951 FODEN 8-wheeler drop-side, 6LW engine, ready for work, £1,150.
RYLAND GARAGE, LTD., Ryland St., Birmingham, 16, Edgbaston 4501-5. Grams, "Diesel." 784-118

FODEN 7-ton platform lorry, Model D625, with Gardner 5LW Diesel engine, rebuilt forward-control cab, 15-ft. body, in regular use and in good running order, £200.

WOODLANDS MOTORS (THUNDERSLEY), LTD., Manor Trading Estate, Church Rd., Thundersley, Essex. South Benfleet 2788. 784-7

1949 FODEN 6LW 8-yd. drop-side tipper, coachbuilt body, ex-C owner, 60,000 miles only, £875. William Ripley, Dartford 5480. 784-278

1947 FODEN, 4LW engine, 4-speed gearbox, 17-ft. flat, excellent running order, £185. B. and C. Motors, Southampton, Ltd., 12 Bourne Rd., Southampton. Phone 21600. 784-x2617

FORD THAMES AND FORDSON

4 X 4 WOT6, ex-W.D., delivery mileage only, new and rebuilt trucks, also Canadians. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. 784-648

1953. September, THAMES 2-ton van with sliding doors and 4-cylinder petrol engine, taxed until end of 1958, in really nice condition, resprayed in primer, £250. Main FORD Dealer, Adlards Motors, Ltd., 43-45 Acre Lane, Brixton, S.W.2. Bri 6431. 784-6764

1956 FORD 4D 4-yd. tipper, only used in factory, £475 each.
JOHN JORDAN, Manor Garage, Sandy, Beds. Phone 271. 784-43

1951 Luton van, 2-ton, approx. 750 cu. ft., excellent condition, any trial, £125.
1951 P6 Diesel Sussex 8-ton 6-wheeler lorry, very small mileage, £295.

MADWAY COMMERCIALS, Bordesley Green Rd., Birmingham, 9. Victoria 4933. 784-47

GORDON KING MOTORS, LTD.,

FORD AND THAMES DEALERS.

TRADER 4D Diesel 4-ton chassis, fitted with 1,250-cu.-ft. low-loading Luton body, new and unregistered, ex-works, £1,330.

1957 Thames Martin Walter 7-seat Utilicon, 10,000 miles, only, £375.

1957 Thames 5-cwt. van, all extras, unwritten, choice of many, from £295.
HIRE-PURCHASE deposit now from 10%.

ALL Thames models in stock for early delivery; any body built to your requirements.

MITCHAM LANE, S.W.16. Streatham 3133-4. 784-407

1956 THAMES 5-ton Diesel drop-sided lorry, long wheelbase, mechanically sound and good tyres, reasonable price. Whiteley and Cressy, Ltd., Werrington, Peterborough, Phone, Warrington 555. 784-82

1955 FORDSON 4D Diesel long-wheelbase with well, 800 cu. ft., £695. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 784-26

1957 FORDSON Thames 4D 4-6-ton long-wheelbase drop-sided lorry, carefully used by one owner-driver, £645. Fridays (Yeoman Garage), Ltd., Maidstone. Phone 87248. 784-24

1958, August, 7-ton Trader 160-in-wheelbase 6D truck, 3,600 miles (re-possessed H.P.), painted blue, complete with single heater and dual passenger seat, rear shock absorber and flasher indicators, registered end of year, price new £1,623, our price £1,395. J. REYNOLDS (MOTORS), LTD., New Rd., Dagenham. Phone, Dominion 6655. 784-21

1955, June, Thames 4D 2-ton diesel van, taxed, £350. Bishopgate 8771. 785-x2590

TWO 1947 FORDSON pantechnics, 900 cu. ft., £80 each.
COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 784-252

1946 FORD TV short-wheelbase drop-sider, running order, £45. Gale, 22 Ackender Rd., Alton, Hants. Alton 3104. 784-xB2614

1957 FORD 5-cwt. Thames van, duo colours, in very good condition throughout, choice of two, £315.

1953-34 FORD 5-cwt., in very good condition throughout, 1500 Cavendish Motors, Cavendish Rd., N.W.6. Willenden 0026-8. 784-444

1955 FORD 4D Diesel drop-side long-wheelbase tipping lorry, H.D. equipment, first-class condition, £450. Beckett, 14 Princes Rd., Cleithrpes 61667. 784-452

1956, October, Thames 4D Diesel long-wheelbase truck, 18-ft. 6-in. double high-drop-sides (Bajon), one careful owner, C licence user, heater, washers, really excellent and unusual order and condition, opportunity at £650. Talbot Garage, Henley-on-Thames 222. 784-451

1955 FORD 4D 5-ton long-wheelbase platform, good condition throughout, £485.
J. BAKER AND CO. (DORKING), LTD., 55-61 E. London St., Chertsey 2391. 784-459

Used Goods Vehicles (contd.)

Ford Thames and Fordson Wanted

WANTED. Low-mileage FORD 4Ds, 1957 onwards, W. A. Dean and Co. (Manchester), Ltd., 290 Usher Brook St., Manchester, 13. Ard 3271. 786-6761

FORD 4D Diesel Luton vans wanted, any capacity, F.T.C. (Commercials), Ltd., 2 Addington Rd., Bow Rd., E.3. Advance 5242-3. 784-228

GUY

GUY Invincible, 18-ft. 9½-in. wheelbase, double drive, chassis and cab, fitted with 6LW Gardner engine, 5-speed gearbox, air brakes, 100 by 20 12-ply tyres and driver's cab heater, this vehicle is brand new and unregistered and has been used for exhibition purposes only, can be fitted with any type of body if required, bargain price £4,100, or near offer. Alma Garages (Bristol), Ltd., 74 Feeder Rd., Bristol, 2. Phone 77667. 784-17

1954 GUY Wolf van with integral cabin, Perkins P4, 500 cu. ft., very good condition, £275.
COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 784-257

1953, October, GUY Otter P6 Humalloy flat, 825 by 20 tyres, specimen condition.
COPELS MOTORS, 92 Broughton Lane, Salford 7. Phone, Blackfriars 7764. 784-337

JENSEN

1947 JENSEN P6 engine, 24-ft. double-drop-side aluminium body, one owner from new, unladen weight 2 tons 19 cwt., £275. 9 Newthorpe Common, Eastwood, Notts. Langley Mill 2623. 784-292

KARRIER

4 X 4 Unregistered low-mileage ex-W.D. trucks, c/w winches if required. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. 784-649

LAND ROVER

1956 LAND ROVER, excellent condition, low mileage, £450.
1956 LAND ROVER, 107 in., fitted with Turner Diesel engine, £500.
1954 LAND ROVER, good condition, £375.

1954, October, LAND ROVER station wagon, £550.
1955 LAND ROVER, excellent condition, many extras, £430.

COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 784-253

LEYLAND

1954 LEYLAND Comet tipper, alloy body, good condition. Livesey, Leamington Rd., Ainsdale, Southport. 784-6669

LEYLAND Hippo, double drive, unregistered, ex-M.O.S., £825.
1951 LEYLAND Comet, £425.

FALKNER MOTORS (LIVERPOOL), LTD., 313 Edge Lane, Liverpool, 6. Anfield 4745. 785-6784

TWO LEYLAND Octopus vehicles, 8-wheeler, double-drive bodies, with or without list vans, one July, 1953, and one November, 1953, one previous owner on C licence.
BROWN AND ADAM, LTD., Bleachers, Dyers and Finishers, Transport Dept., Old Hall St., Kearsley, near Bolton. Phone, Farnworth 236. 784-181

1954 LEYLAND Comet long-wheelbase and Hippo for sale. Griffiths, Glanbreig, Tregaron, Phone, 250. 785-x2479

1952 LEYLAND Octopus 8-wheeler, 600 engine, double-drive, 24-ft. drop-side body, one owner, C licence since new, in excellent order, any trial.
R. STEVENAGE 175. 784-74

J. CAMPBELL PARK, LTD., offer:

1954 LEYLAND 8-wheeler, double-drive, in exceptionally fine condition throughout.
1954 LEYLAND Comet tractor, B.T.C. hitch coupling for immediate sale.

THE following vehicles can be seen working but will not be released until December 31.
THREE 1955 LEYLAND 8-wheelers, double-drive.

1954 LEYLAND Beaver, air brake.

THEY will be sold at low prices, get in touch with us.
J. CAMPBELL PARK, LTD., Childwell Valley Rd., Gateacre, Liverpool. Phone, Gateacre 1331. 784-360

MAUDSLAY

THREE unregistered MAUDSLAY 8-ton Diesel trucks, fitted Gardner 4LW engines, excellent condition, £375 each. L. W. Vass Ltd., Amphil, Bedford. 784-252

1948 MAUDSLAY 7½-ton long-wheelbase 7.7 engine, 055 box, Kirkstall axle, £175. Justice, Langley Mill 1182, evenings 3625. 784-285

1950 MAUDSLAY twin steer, rebuilt 1957 with replacement engine, axle, gearbox and new Mercury Cab, 21-ft. drop-side body, 10.00 by 20 tyres, G. H. Kendrick, Ltd., Carters Green, West Bromwich 0778. 784-131

1949 MAUDSLAY Mustang, twin steer, 7.7, A.E.C. 20-ft. flat engine, just overhauled.
PRALLS (HEREFORD), LTD., Holmer Rd., Hereford. Phone, Hereford 4221. 784-84

1946 MAUDSLAY 4LW Gardner, 5-speed gearbox, £125. C. Russett, 46 Clarence St., Southampton. Phone 26590. 784-268

1948 MAUDSLAY Mogul Mk. II, 18-ft. drop-side body, in excellent condition throughout, £375. Cox's Motors (Hill Top), Ltd., 127 Hill Top, West Bromwich. Phone, Wednesbury 0470 and 1047. 784-360

Used Go

MORRIS

4 X 4
Alfreton, 1

1957,

1957,

1954

and semi-
Exchanges,
Rushden, 1

MORRIS

1955
PALMER
Penny

1955

1955
COOMBS
Porta

1953

1953
Motors, C

1950

1955
L. Ent

1955

1955
COOMBS
Porta

1953

1953
Motors, C

1950

1955
work ch

1954

1949

1954
Way, He

1954

CHOIC

all y
thorpe C

2623.

1953

1953
WES

1954

1949

RYAN

16.

1954

CHOIC

all y
thorpe C

2623.

1953

1953
WES

1954

1949

RYAN

16.

1954

CHOIC

all y
thorpe C

2623.

1953

1953
WES

1954

1949

RYAN

16.

1954

CHOIC

all y
thorpe C

2623.

1953

1953
WES

1954

1949

RYAN

16.

1954

</

Used Goods Vehicles (contd.)

MORRIS AND MORRIS-COMMERCIAL

4 X 4 Unregistered ex-W.D. M.O.S. rebuilds, also compressor trucks. Cuney and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. zzz-650

1957 July. MORRIS 10-cwt. van, one owner, as new, £275.
1957 MORRIS MINOR 5-cwt. van, one owner, as new, £325. H.P. terms arranged. Liver 947. 784-293

1954 MORRIS 10-12-cwt. J-type drop-side and tail-board truck, with canvas tilt, engine rebored and generally tuned up, in first-class condition, £235. Exchanges, etc. Johnson Motors, Washbrook Rd., Rushden, Northants. Phone, Rushden 3221. 784-110

PALMERSTON OF KINGSTON.

MORRIS AND MORRIS-COMMERCIAL RETAIL DEALERS.

1955 MORRIS 4-ton van, birch grey, one owner, good, £285.
PALMERSTON COMMERCIAL MOTORS, LTD. 75-7 Penrhyn Rd., Kingston 5018. 784-310

1955 MORRIS MINOR 4-ton van, £295.
L. H. SPRING, 108 Alexandra Park Rd., N.10. Enterprise 7667. 784-275

1955 MORRIS 10-cwt. J-type van, excellent condition, resprayed, £300.
COOMBS COMMERCIAL (GUILDFORD), LTD. 62907. Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907.

1953-54 MORRIS J-type 12-cwt. van, in exceptionally good condition throughout, £245. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-8. 784-445

SCAMMELL

1950 SCAMMELL articulated unit, 6LW engine, 6-speed box, air brakes, one owner since new, in exceptionally clean and good order with choice of 25-ft. platform trailer or 25-ton low-loader trailer. Terms and exchanges. Also various other good Scammell vehicles in stock.

1949 SCAMMELL rigid 8-wheeler, 24-ft. platform body, 40 by 8 tyres, air brakes, in excellent running order, choice of two, £750 each.
RUSH GREEN MOTORS, Langley, Herts. Stevenage 175. 784-64

SCAMMELL Light 6 12-ton truck for sale. For details phone, Gladstone 2109. 785-6801

SEDDON

1955 SEDDON Diesel 7-8-ton drop-side, one owner, low mileage, good tyres, repainted, ready for work, choice of two, £750 each.

1954 SEDDON 7-8-ton long-wheelbase drop-side.

1949 SEDDON Tasker 22-ft. articulated.

RYLAND GARAGE LTD., Ryland St., Birmingham, 16. Edgbaston 4501-5. Grams: "Diesel." 784-119

1954 SEDDON boxvan with alloy cab and body, one owner, £675. Aerodrome Autos, 258 Watford Way, Hendon, N.W.4. Sun 0071. 784-296

CHOICE OF SEDDONS long-wheelbase trucks, exceptionally clean, mechanically sound, from £150. 9 Newthorpe Common, Eastwood, Notts. Phone, Langley Mill 2623. 784-286

1953 SEDDON articulator, fitted Eaton 2-speed axle, 3-speed gearbox, 22-ft. B.T.C. trailer.
WEST TOWN DIESELS, Broad St. Garage, Dewsbury. Phone 3504. 784-316

SENTINEL

SENTINEL Ricardo Diesel engine, complete as new, can be heard running, £175. Edware 2572. 784-351

THORNYCROFT

4 X 4 Unregistered ex-W.D. trucks, very good selection. Cuney and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. zzz-651

COOMBS, main Ford dealers.

1949 THORNYCROFT 5-ton long-wheelbase platform truck, very good order throughout, 100% maintained, £235.

COOMBS SERVICE STATION, LTD., By-pass Rd., Guildford 4. Phone 62962-3-4. 784-235

TROJAN

Trojan Wanted

WANTED TROJAN Diesel vehicles, 1954 onwards. Church Road Motors, Hadleigh, Essex. Phone 57271. 784-135

VULCAN

1952 VULCAN 7G twin-ram tipper, 4-cylinder Gardner Diesel, 6-cu.-yd. wooden body, very good condition, £495.
J. BAKER AND CO. (DORKING), LTD. 55-A1 E. London St., Chertsey 2391. 784-460

UNCLASSIFIED

MYERS COMMERCIALS, LTD., Olympia Buildings, Bradford. Phone 31726. New and used vehicles. zzz-726

PRIDEAUX (BARNSTAPLE), LTD. offer a wide selection of used Diesel and petrol-engined trucks, vans and pick-ups, mostly reconditioned and guaranteed.
PRIDEAUX, The Austin People, Phone, Barnstaple 3038; evenings 3836. 786-6742

Used Goods Vehicles (contd.)

JOHN ANCLIFF AND CO. LTD.

CONTRACTORS OF LIQUIDS IN BULK.

2 MOUNT STREET, MANCHESTER, 2.
Phone, Blackfriars 6226; Night, Bramhall 56.

1956 ATKINSON 8-wheeler 6LW D.D. fitted with Dowson and Mason 3,600-gallon tank, lagged and steam coils fitted.

1956 ATKINSON 8-wheeler 6LW D.D. fitted with Dowson and Mason 3,600-gallon tank, lagged and steam coils fitted.

1953 MAUDSLAY 8-wheeler 9.6 S.D. fitted with Dowson and Mason 3,600-gallon tank (new 1955), lagged, lithcode lined and steam coils fitted.

1950 MAUDSLAY 4-wheeler 5LW fitted with Butterfield 1,750-gallon tank, lagged, lithcode lined and steam coils fitted.

1947 E.R.F. articulated 6LW fitted with Butterfield 2,800-gallon tank, lagged, lithcode lined and steam coils fitted.

1945 ATKINSON 4-wheeler 6LW fitted with Butterfield 3,600-gallon petrol tank (new 1955).

1939 A.E.C. 8-wheeler 7.7 S.D. fitted with Dowson and Mason 3,000-gallon tank (new 1955), lagged, lithcode lined and steam coils fitted.

1939 SCAMMELL 8-wheeler 6LW fitted with Butterfield 3,600-gallon tank (new 1949), lagged, lithcode lined and steam coils fitted.

1936 A.E.C. 8-wheeler 7.7 S.D. fitted with Dowson and Mason 4,000-gallon petrol tank (new 1957). 784-35

MILNES GARAGE,

LEPTON,

NEAR HUDDERSFIELD.

Phone, Kirkburton 94.

1953 FODEN 8-wheeler 6LW double-drop-side platform, in first-class condition throughout.

1952 LEYLAND Comet platform, Eaton 2-speed, ex one C-licence operator, immaculate and well typed. Choice of two.

1954 AUSTIN petrol short-wheelbase drop-side tipper, ex one C-licence operator, 750 by 20 tyres, excellent condition.

1952 A.E.C. 8-wheeler tipper, 9.6, 1000 by 20, ready four weeks.

1956 BEDFORD 5-ton A-type Perkins P6 tipper.

1949 SEDDON P6 5-speed box, good runner. 784-6754

A PLEYARD OF LEEDS, L.TD.

OFFER THE FOLLOWING VEHICLES FOR SALE.

1955 ALBION Chieftain (export model), platform body, painted to customer's choice, £950.

1955 ALBION Claymore, 16-ft. 6-in. drop-side body with Burtonwood tail lift, painted to client's requirements, £875.

1955 December, MORRIS B.M.C. 7-ton 16-ft. 6-in. drop-side truck, power steering, Eaton 2-speed axle, ex-C-licence operator, £850.

1955 September, MORRIS B.M.C. 7-ton 17-ft. platform body, high headboard, power steering, Eaton 2-speed axle, £925.

THESE vehicles are in excellent mechanical condition and are sold with a guarantee.

A PLEYARD OF LEEDS, L.TD.

NORTH STREET, LEEDS, 7.

Phone, Leeds 32731 (24 lines). 784-6775

JESSUPS (STRATFORD), L.TD.

125-134 HIGH STREET,

STRA'FORD, E.15.

Maryland 6699.

BEDFORD MAIN DEALERS AND PERKINS

SIGNHOLDERS.

1954 DENNIS Stork Diesel 3-ton van, one owner, £475.

1956 SEDDON 3-ton Diesel truck and tilt, £550.

1954 BEDFORD 8-ton Scammell unit, Diesel, with 20-ft. pole trailer, £575.

1956 Model BEDFORD 5-ton petrol truck, good condition, choice of two, £575.

1954 BEDFORD 3-ton petrol truck, one owner, £350.

1952 BEDFORD 3-ton integral van, one owner, £265.

1950 BEDFORD 5-ton long-wheelbase tipper, £195.

SELECTION 10-12-cwt. vans. Dormobiles, etc. 784-56

THE CAR MART, L.TD.

SIX MONTHS' GUARANTEE

WHERE STATED.

1957 FORD Thames 5-cwt. van, 15,000 miles, guaranteed, £345.

1955 HILLMAN Husky estate car, £445.

1950 MORRIS 30-cwt. Luton van, £195.

1956 BEDFORD Spurntomity, £465.

1948 BEDFORD 10-cwt. Utility, £175.

1955 MORRIS 1-ton Diesel van, guaranteed, £495.

1958 FORD Thames 15-cwt. van, 17,000 miles, guaranteed, £525.

1956 MORRIS 15-cwt. J2 Omnivan, guaranteed, £445.

THE CAR MART, L.TD.

WELSH HARP.

EDGEWARE ROAD, N.W.9.

Hendon 6500. 784-81

Used Goods Vehicles (contd.)

COMBERHILL WAKEFIELD GARAGES, L.TD.

INGS ROAD, WAKEFIELD, 6051 (FIVE LINES).

DISTRIBUTORS FOR ATKINSON VEHICLES.

MORRIS-B.M.C. AGENTS.

NEW ATKINSON L1786XA (Gardner 6LX 150 b.h.p.)

17-ton, 8-wheel, 30-cu.-yd., alloy tipper.

NEW ATKINSON L1786XA (Gardner LX 150 b.h.p.)

17-ton, 8-wheel, chassis-cab, immediate delivery.

NEW ATKINSON L1786A (A.E.C. 11.3-litre) 17-ton,

8-wheel, chassis-cab, 40 by 8 tyres.

NEW ATKINSON T40 (Gardner 6LW) 4-wheel tractor,

double reduction axle, fifth-wheel coupler.

NEW ATKINSON M644LW (Gardner 4LW) 7-8-ton,

4-wheel, 15-ft. alloy tipper, Milshaw gear.

NEW MORRIS Type 702 (B.M.C. 5.1-litre) 7-ton,

4-wheelers, all wheelbases, in chassis-cab form available.

NEW MORRIS Type 702 (B.M.C. 5.1-litre) 7-ton,

150-in.-wheelbase, 4-wheelers, 15-ft. alloy tipper, from stock.

NEW MORRIS J2-type 15-cwt. vans, pick-up trucks,

Minibus, JB-type 10-cwt. vans, LD-type 1- and 2-ton petrol and Diesel vans available from stock.

1957 FODEN OX4-9 (Gardner 4LK) 6-7-ton

4-wheel long-wheelbase chassis-cab, 8.25 by 20

SEDDON 5L (Perkins P6) 6-7-ton 4-wheel

16-ft. platform, 820 tyres, choice of two.

LEYLAND Octopus (9.8-litre) 8-wheeler, 24-ft.

platform, 9.00 by 20.

DODGE (Perkins P6) 6-7-ton 4-wheeler, new

Milshaw tipper, 14-ft. body.

SEDDON 5L (Perkins P6) 6-7-ton 4-wheeler,

new Milshaw tipper, 14-ft. body.

BEDFORD A-type P6 Diesel 8-ton B.T.C.

four-in-line articulator, 18-ft. drop-side body.

DENNIS Centaur (Diesel) 7-8-ton 4-wheel

19-ft. drop-side, 9.00 by 20 tyres.

ATKINSON M644 (Gardner 4LW) 7-8-ton

4-wheel Milshaw tipper, 15-ft. body.

A.E.C. Monarch (7.7-litre) 7-8-ton 4-wheeler,

21-ft. platform, 9.00 by 20.

E.R.F. Type 5G-4 (Gardner 5LW) 7-8-ton

16-ft. platform, 9.00 by 20.

BEDFORD S-type (Perkins P6) 7-ton 4-wheel

16-ft. platform, exceptional condition.

SENTINEL U/F Diesel rigid 6-wheeler, 24-ft

platform, 9.00 by 20.

ALBION HD51L (11-litre Diesel) 9-10-ton 4-

wheel, 20-ft. platform; choice two.

50 ALBION HD57L (9.6 Diesel) 15-ton 8-wheel

25-ft. platform, choice two, 9.00 by 20.

ATKINSON L1586 (Gardner 6LW) 15-ton

8-wheeler, 24 ft. platform, 40 by 8, choice of two.

1949 LEYLAND Octopus (9.8-litre) 15-ton 8-wheeler,

24-ft. platform, 9.00 by 20.

1946 LEYLAND Beaver (7.4-litre) 7-8-ton 4-wheel,

Milshaw tipper, 15-ft. body.

ATKINSON M1266 (Gardner 6LW) 12-13-ton

6-wheelers, 22-ft. platform; choice three.

1944 YORK TRAILER DISTRIBUTORS.

COMPLETE DETAILED LIST AVAILABLE.

HIRE-PURCHASE FACILITIES.

COMBERHILL WAKEFIELD GARAGES, L.TD.

784-224

BROWNHILLS MOTOR SALES.

PHONE, BROWNHILLS 2307, 2336.

ALL MODELS, LEYLAND, ALBION, SCAMMELL,

7 TO 10 DAYS DELIVERY.

24-HOUR HEAVY-DUTY BREAKDOWN RECOVERY

SERVICE.

1938 ALBION drop-side, P6 engine, 8-tonner.

1948 SEDDON articulator, P6 engine, 12-tonner.

1950 SEDDON drop-side, P6 engine, 8-tonner.

1950 COMMER petrol chassis and cab.

1953 GUY chassis, 4L engine, fitted new cattle box.

1947 MAUDSLAY drop-side 10-tonner.

1957 STANDARD 6-cwt. pick-up.

1958 BEDFORD 3-horse box.

1939 BEDFORD 3-horse box.

1948 LEYLAND Octopus.

BROWNHILLS MOTOR SALES.

PHONE, BROWNHILLS 2307, 2336.

784-129

PERCY D. SLEEMAN, L.TD.

LONDON COMMERCIAL DEALERS.

NEW COMMER, Routes Diesel, long wheelbase, air

brakes, drop-side truck, with special A licence.

NEW COMMER tractor, Scammell coupling, air brakes,

Routes Diesel.

NEW COMMER Unipower 6-wheeler chassis-cab, air

brakes, 9.00 by 20 tyres, 21-ft. 6-in. platform, painted,

with or without special A licence.

NEW COMMER 14-ton forward-control light Diesel

super-capacity van.

NEW COMMER Express delivery van.

1950 SEDDON T6 artic., S.A.E. coupling, 23-ft.

platform trailer, Metropolitan Area special A

licence.

1949 FODEN 5-ton, 5LW Gardner, platform, Met-

ropolitan Area licence.

1939 FODEN Steer with Metropolitan licence 5 tons

17 cwt.

1953 E.R.F. 4-wheeler, 5 tons 6 cwt.

Used Goods Vehicles (contd.)

HARRY DANDO,

VAUXHALL AND BEDFORD MAIN DEALERS,
WEST END GARAGE,
CHIPPING SODBURY, BRISTOL.
Chipping Sodbury 2277 (four lines).

YORK trailers. We stock the full range of the new British-built York trailers, including Scammell-coupling models, maximum loading 16 tons, double-axle semi-trailers, 25-ft. long. Much of the best trailers built today.

TRADE for Wiltshire, Gloucestershire, Somerset, Devon and Cornwall.

NEW VEHICLES.

A.E.C. Mercury long-wheelbase, takes, 21-ft. body, £1,025.
A.E.C. Mark II tractor unit, fitted with 16-ton 18-in.-in-well low-loading trailer, knock-out axle, £4,542.
BEDFORD 10-12-cwt. drop-side, separate cab, pick-up truck, £624 11s. 3d.
BEDFORD 6-ton medium-wheelbase (132-in.), Bedford Diesel engine, £1,460.
BEDFORD Martin Walter ambulance, mounted on 10-12-cwt. chassis, two stretchers, four or five sitting patients, complete in every detail, registered but unused, £775.

LONG WHEELBASE.

MAUDSLAY 1948 long-wheelbase platform, A.E.C. 7.7 engine, in fair condition throughout, £600.
ALBION 1945 long-wheelbase platform, 4LW Gardner engine, good condition throughout, £200.
FORD 1953 5-ton long-wheelbase drop-side truck, P6 engine, excellent throughout, £350.
BEDFORD 1953 7-ton long-wheelbase petrol drop-side truck, £350.
SEDDON 1947 long-wheelbase double-drop-side, £275.
BEDFORD 1954 standard A-type, P6, good condition, £450.

TRAILERS AND ARTICULATED.

YORK new 10-ton 25-ft. platform trailer, S.A.E. coupling, 9.00 by 20 tyres, £728.
YORK new 15-20-ton low-loading semi-trailer, 20 ft. in well vacuum brakes, £1,575.
MAUDSLAY 1948 tractor unit, fitted with 7.7 engine, Tanker coupling, £350.
YORK new 15-ton, 16 ft. in well, knock-out axle, vacuum brakes, low-loading semi-trailer, £1,294.
BEDFORD-SCAMMELL 1948 tractor units, choice of two, £100 each.

TIPPERS.

SEDDON 1948 steel-body tipper, rough condition, £150 to clear.

HARRY DANDO,

VAUXHALL AND BEDFORD MAIN DEALERS,
WEST END GARAGE,
CHIPPING SODBURY, BRISTOL.
Chipping Sodbury 2277 (four lines). 784-54

A. E. C. CONNORTON, LTD.,

AUTHORIZED FORD AGENTS.

FORD Trader 4D 4-ton chassis, fitted 1,150-cu.-ft. body, new and unregistered, £1,320.
1952-54 FORDSON ET6 hydraulic tippers, steel body, Anthony boat, choice of nine, £115 each.
1952 BEDFORD 5-ton long-wheelbase double-drop-side trucks, choice of three, £100 each.
1953 December FODEN 8-wheel, 24-ft. platform body, £1,550.
1949 MORRIS 5-ton van, fitted 1,000-cu.-ft. low-loading Luton body, £135.
HIRE-PURCHASE arranged.
CONNORTON, 328 Brixton Rd., S.W.9. Brixton 7962.
C Pollards 2421. 784-137

TWO new and unregistered FODEN 8-wheelers, fitted with 6LW Gardner engines, double-drive rear axles, 9.00 by 20 14-ply tyres, air braking, 24-ft. platform bodies, £1,100 each.
ONE FODEN 1951 8-wheeler, 6-cylinder engine, 24-ft. platform body, 9.00 by 20 tyres, very clean.
ONE 1951 and 1954 FODEN 8-wheel tippers, 6-cylinder engines, fitted with F10 tipping gear, on 9.00 by 20 tyres, wooden 22-ft. bodies, medium wheelbase.
1948-50 4-wheel MAUDSLAYS, 20-ft. platforms, choice of seven.
SEVERAL 1953 to 1955 A.E.C. Mammoth Majors, 8-wheelers, 9.6-litre engines, double-drive rear axles, U-7 Pilot tippers, 21-ft. wooden bodies, 16-ft. 9-in. wheelbase, perfect condition.

MURPHY BROS., LTD.,

FEATURE BUILDINGS,
MELTON ROAD,
THURMASTON, NEAR LEICESTER.
Phone, Syston 2951. 784-103

1957 FORD 4D 5-ton.

1956 145 AR6 DODGE coal tipper.

1953 MORRIS 5-ton Diesel.

1954 BEDFORD tractor unit.

NEW THORNYCROFT Swiftsborne chassis-cab.

NEW E.R.F. 68(G) chassis-cab.

1951 FORD Thames tipper, P6.

PARRS (LEICESTER), LTD.,

ABBEY LANE, LEICESTER.
Phone 6151 (seven lines). 784-108

Used Goods Vehicles (contd.)

WILDE AND BENNETT, LTD.

BRAND-NEW COMMER T53, Albion Chieftain, Bedford and similar 7-10-ton long-wheelbase lorries, with special A licence, East Midlands, North West, Metropolitan, Yorkshire and South Eastern Areas.
BRAND-NEW BEDFORD Diesel 7-ton long-wheelbase lorry with special A licence, North West, Northern and Yorkshire Areas, £2,650.

1957 LEYLAND Octopus 8-wheel lorry, 25-ft. drop-side body, mileage 30,000 only, been carefully used and maintained, cost £5,200 12 months ago, as brand new, our price £3,650; or available with special A licence, most areas.

1958 June, KEW DODGE 8-9-ton long-wheelbase 2-lorry (latest model), Leyland Comet engine, Eaton 2-speed axle, 1000 by 20 tyres, cab heaters, many other extras, 19-ft. drop-side body, mileage 12,000 only, been owner-driven and maintained, as brand new, with special A licence, 4 tons, North West Area, only £3,150.

1955 BEDFORD 7-ton long-wheelbase lorry, 900 by 20 tyres, clean and good condition with special A licence, 3 tons, North West, Northern and Yorkshire Areas, £1,395.

1955 A.E.C. Mercury 10-ton long-wheelbase lorry, 21-ft. platform, clean condition, only £1,350.
1956 BEDFORD Diesel 7-ton long-wheelbase lorry, 18-ft. platform, new tyres, very clean, with special A licence, North West and Northern Areas, £1,495.

1950 COMMERCIAL QX 7-ton long-wheelbase lorry, with special A licence, 3 tons 10 cwt., Metropolitan, South Eastern, East Midlands and Eastern Areas, from £1,200.

1954 (Late) LEYLAND Comet 8-10-ton long-wheelbase drop-side lorry, excellent condition throughout, only £995, or available with special A licence, Metropolitan, East Midlands and Eastern Areas.

1956 Model COMMERCIAL T53 7-ton long-wheelbase with special A licence, North West, Metropolitan, South Eastern and Eastern Areas.

1954 AUSTIN FC 5-ton long-wheelbase tipper, only £83.
1941 A.E.C. Monarch 10-ton long-wheelbase lorry, 7.7 engine, to clear, only £175.

TERMS AND EXCHANGES.

WILDE AND BENNETT, LTD.,

HADFIELD, MANCHESTER.

Phone, Glossop 2902-3.

AFTER HOURS, 356. 784-206

SHELDON MOTOR SERVICES,

2119 COVENTRY ROAD,

SHELDON, BIRMINGHAM, 26.

Phone, Sheldon 4386-7-8.

DODGE R6 2-speed axle 146 model long-wheelbase truck, now being serviced.

BEDFORD R6 7-ton long-wheelbase trucks, choice of two.

DODGE P6 1950 5-6-ton long-wheelbase truck, £195.

AUSTIN 1955 1-ton van, excellent condition, £325.

AUSTIN 5-ton long-wheelbase truck, 1949, good tyres, £125.

BEDFORD 30-cwt. van, 1952, ex-bank, £165.

COMMERCIAL Q4 1954-5 long-wheelbase truck, £325.

TERMS, exchanges. 784-116

FORD AND SLATER, LTD.

THE vehicles advertised have been conditioned up to our well-known standard and are covered by our USED GOODS VEHICLES WARRANTY.

SIGNED by a director of the company.

1955 LEYLAND Comet forward-control short-wheelbase tipper, fitted with a steel 7-cu.-yd. calibrated.

1953 DODGE 5-ton P6 flat.

1954 COMMERCIAL Q4 P6 long-wheelbase drop-side truck.

1955 August, AUSTIN P6 tipper.

1949 COMMERCIAL Q4 5-ton van.

1953 LEYLAND Comet long-wheelbase timber flat.

1957 February, AUSTIN 3-ton, B.M.C. Diesel engine, timber platform.

1952 BEDFORD 3-ton 500-cu.-ft. van, petrol.

1951 MORRIS 5-ton tipping lorry, 10-ft. timber drop-side body.

1942 LEYLAND Beaver 18-ft. timber flat, an excellently kept vehicle.

1940 LEYLAND Lynx, alloy platform body.

IF the vehicle you require is not amongst the above, please contact us as stocks are constantly changing.

FORD AND SLATER, LTD.,

GWENDOLEN ROAD, LEICESTER.

Phone 36117-9. 784-59

1955 FORD 4D, long wheelbase, £425.

1948 SEDDON flat with Perkins P6, £130.

1948 COMMERCIAL flat with Perkins P6, £110.

1950 FORD short-wheelbase tipper, £60.

1951 ALBION Twin Steer, 5-cylinder Gardner engine, £120.

1948 DODGE tipper with Perkins P6, £120.

1944 E.R.F. tipper, 5-cylinder Gardner engine, David Brown 5-speed gearbox, £175.

WILL sell complete or break up.

CASH, exchange or hire terms.

P. V. DOBSON, Ivy House Works, Levens, near Kendal. Phone, Sedgwick 238. 784-6761

Used Goods Vehicles (contd.)

RUFFORD MOTOR CO., LTD.,

OFFER:—

NEW E.R.F. 8-wheel double-drop-side, 6-cylinder Gardner engine, 21-ft. alloy-bodied hydraulic tipper, special A licence can be supplied East Midlands, Metropolitan or North Western Area.

NEW DODGE 7-ton 6-wheel Boy's tipper.

NEW DODGE 7-ton 15-ft. hydraulic tipper, new tyre or long-wheelbase 20-ft. flat, can be supplied with special A licence, Yorkshire or East Midlands Area.

1948 ATKINSON 8-wheel double-drop-side, 21-ft. hydraulic tipper, Edbro gear, 6-cylinder Gardner engine, 40 by 8 tyres.

1946 LEYLAND Hippo 6-wheel double-drop-side 18-ft. steel body, hydraulic tipper.

ANY of the above machines can be supplied with Metropolitan, East Midlands or North Western Area special A licence.

1956 FORD diesel, 12-ft. hydraulic tipper, high-sided.

1950 DENNIS Pax, short-wheelbase hydraulic tipper new P6 engine, resprayed.

1954 SEDDON 14-ft. hydraulic tipper.

1956 SEDDON long-wheelbase hydraulic tipper, very clean, choice of two.

1955 Rebuilt E.R.F. twin steer 16-ft. alloy-bodied hydraulic tipper, 5-cylinder Gardner, £750.

1956 BEDFORD long-wheelbase 7-ton hydraulic tipper, 15-ft. drop-sided body.

1954 DODGE long-wheelbase hydraulic tipper, 15 ft. drop-sided body.

1954 DODGE long-wheelbase hydraulic tipper, very clean.

1951 ALBION Chieftain, 16-ft. flat.

1940 E.R.F. long-wheelbase steel-bodied hydraulic tipper, new tyres, 4-cylinder Gardner.

1949 FODEN 4-wheeler fitted 4LW Gardner engine, 18-ft. flat.

1952 ATKINSON 22-ft. hydraulic tipper, drop-sided body 40 by 8 tyres.

1954 Late DODGE 6-ton 13-ft. drop-sided body, Edbro gear.

1947 A.E.C. 6-wheel 2,500-gal. tanker, with pump.

1957 September, 7-ton BEDFORD short-wheelbase steel-bodied hydraulic tipper, 24,000 miles, petrol engine.

1942 ATKINSON 8-wheel, double drive, 6-cylinder engine, 19-ft. hydraulic tipper, recently rebuilt new cab and chassis.

1953 DODGE 7-ton 18-ft. drop-sided truck.

1956 DODGE 7-ton short-wheelbase hydraulic tipper.

1957 B.M.C. 7-ton long-wheelbase hydraulic tipper, very good order.

1953 FODEN 8-wheel 21-ft. hydraulic tipper.

CHOICE of 50 other trucks, from £50 upwards.

MILE HILL GARAGE,

CHESTERFIELD ROAD NORTH,

MANCHESTER.

Phone 2314-5. 784-15

L. A. RICH

OFFERS

(LOW-MILEAGE, UNREGISTERED EX-MINISTRY VEHICLES).

FIVE BEDFORD QL 4 x 4 950-gal. refuellers, price £175 each.

FIVE 4-wheeled 900-gal. Bowser trailers, price £150 each.

FIVE BEDFORD Model OY 5-ton fixed-side trucks, price £95 each.

FIVE BEDFORD 200-gal. water tankers, price £90 each.

FIVE AUSTIN 4 x 4 fixed-side trucks, price £100 each.

FIVE BEDFORD QL 4 x 4 chassis and cabs, price £120 each.

FIVE KARRIER 4 x 4 fixed-side trucks, fitted winches and cabs, price £145 each.

FIVE FORDSON 1A model 6-wheeler chassis and cabs (mileage under 200), price £100 each.

TWO THORNYCROFT 4 x 4 trucks, fitted 8-cylinder Rolls engines, price £120 each.

ONE G.M.C. DUKW, fitted winch, hull, in fair condition, price £110.

ONE Lister 4-cylinder 20-KVA. lighting plant (300 hours' run), price £140.

TWO Lister Diesel Cub lighting plants (very good order), price £95 each.

10 cwt. 2-wheeled trailers, fitted steel bodies and 600 by 16 tyre equipment, price £20 each.

COLDHAMS LANE, Cherryinton, Cambridge. Phone 67597. 791-6793

COVENTRY AND JEFFS, LTD.,

COMMERCIAL VEHICLE SPECIALISTS.

ATKINSON 1955 8-wheeler, long wheelbase, Model L1586A, 11.3 A.E.C. engine, air brakes, excellent condition throughout, painted to customer's instructions, three months' guarantee, £3,300.

DODGE 1956 tipper, 103AP6, good tyres all round, one owner, £875.

DODGE 1954 Model 146AR6, long wheelbase, Diesel, good condition, one owner, £675.

DODGE 1950 P6 long-wheelbase drop-side truck, tyres fair, £300.

SEDDON 1955 Mk. 5L, long wheelbase, drop side, £850.

SEDDON 1954 Mk. 5L tipper, good condition, £700.

BEDFORD 1955 Diesel tipper, very good condition, £625.

FORD Thames Diesel truck, 1955, one owner, first-class condition, £495.

FORD, 1953, P6, cattle-truck body, tyres fair, £500.

GUY Otter Diesel, long wheelbase, drop side, 1953, first-class condition, £625.

ATKINSON. DODGE. SEDDON. FORD.

STAFFORD STREET,

BRISTOL, 3.

Phone 6-4661. 784-122

Used Goods

S. I.

OFFER

E.R.F.

E.R.F.

E.R.F.

A.E.C.

A.E.C.

FODEN.

FODEN.

LEYLAND.

ALBION.

Special disc.

ALBION.

ate del.

1955

1954

1953

1952

1952

1951

1950

1950

1948

1946

CHOICE

1955

1955

1954

1954

1948

1948

1948

1948

1956

1951

1948

1954

1948

1939

1957

1955

1955

1954

1952

1951

Used Goods Vehicles (contd.)

S. HUGHES (COMMERCIAL), LTD.,

LODGE GARAGE,
WHITEHALL ROAD WEST,
GOMERSAL, NR. LEEDS.
Phone, Dudley Hill 1144-9.

OFFER FOR IMMEDIATE DELIVERY—
NEW VEHICLES.

E.R.F. 6LW, 5-speed box, double-drive 8-wheeler chassis and cab.
E.R.F. 4.4(G) Eaton 2-speed chassis and cab.
E.R.F. 9.6 single-drive 8-wheeler chassis and cab.
A.E.C. Mercury Mark II chassis and cab.
FODEN 6LW, double-drive, 12-speed box, air brakes, 8-wheeler chassis and cab.
FODEN latest-type 2-stroke, unladen weight 6 tons 10 cwt.
LEYLAND Comet 20-ft. chassis and cab.
ALBION Clydesdale, 18-ft., 6-in. and 22-ft. bodies, Leyland Comet engines, 6-speed box choice of four. Special discounts to clear.
ALBION Chieftain, 19-ft. bodies, latest type; immediate delivery.

USED 8-WHEELERS.

1955 LEYLAND, 600 engine, double drive, 24-ft. flat.
1954 A.E.C., 9.6, double drive, 24-ft. drop-sided body.
1953 A.E.C. 9.6 double-drive chassis and cab.
1952 FODEN, 2-stroke latest Mark V engine, double drive, first-class machine.
1952 ALBION heavy-duty 8-wheeler, 24-ft. flat.
1951 LEYLAND, 600 engine, double drive, 24-ft. flat.
1950 FODEN 8-wheeler, 6LW, double drive; choice of three.
1950 MAUDSLAY 8-wheeler, 24-ft. flat, 6LW, double drive.
1948 E.R.F., 6LW, double drive; choice of two.
1946 ATKINSON 8-wheeler, 6LW, double drive.
CHOICE of 10 1938 onwards E.R.F., Foden, etc.

TIPPERS.

1955 ALBION Clydesdale, fitted Anthony hoist gear and steel bodies, choice of two.
1955 THORNYCROFT Sturdy short-wheelbase tipper, fitted Anthony hoist gear and steel body.
1954 ATKINSON, fitted with Pilot gear and 22-ft. body.
1954 BEDFORD A-type, petrol, fitted with new gear, medium wheelbase.
1948 A.E.C., fitted Pilot gear and 20-ft. body.
1948 FODEN, 6LW, double drive, fitted with new Milshaw gear and stabilizers, 18-ft. body.
1948 DENNIS Max medium-wheelbase tipper.

USED 6-WHEELERS.

1956 ALBION Reiver, fitted Leyland Comet engine, 22-ft. 6-in. drop-sided body.
1951 SENTINEL 6-wheeler direct injection.
1948 DENNIS, fitted with 22-ft. 6-in. body, double drive.

USED TWIN STEERS.

1954 ATKINSON chassis and cab, long wheelbase.
1948 4V MAUDSLAY Twin Steers, 7.7 engines, five-speed box.
1939 E.R.F., 5LW, 21-ft. body.

USED 4-WHEELERS.

1957 COMMER 2-stroke, 9.00 tyres, 18-ft. 6-in. body, 5-speed box, immaculate.
1955 SEDDON, Perkins P6, with 18-ft. body.
1955 COMMER 2-stroke, 19-ft. 6-in. body.
1954 E.R.F., 4.4(G), Eaton 2-speed axle.
1952 MAUDSLAY, 20-ft. flat, £775.
1951 ALBION heavy-duty, trailer model, in first-class condition.
1950 SEDDON, Perkins P6, choice of three, £350 each.
1948 Number of 1950 SENTINEL 4-wheelers from £200 each.
1948 ALBION CX, choice of four, good machines, from £250 each.
1947 48 MAUDSLAY, long wheelbase, 7.7 and 4LW engines, from £300 each.
1945 E.R.F., fitted with 7.7 and 4LW, mostly fitted trailer brakes, choice of 10 from £350 each.

USED ARTICULATED.

1955 SEDDON, R6, fitted with 22-ft. Carriamore trailer.
1953 A.E.C., 9.6, fitted with 26-ft. trailer.
ALL classes of articulated and 4-wheeled trailers.

SPAIRES for all types, E.R.F., A.E.C., Foden, including engines, 7.7, Perkins P6, Perkins R6, 4, 5 and 6LW, 9.6 A.E.C.
DIFFERENTIALS and gearboxes for all models, cheap to clear.

NIGHT PHONE.

MIRFIELD 3183, 2160.

SARE PARTS DEPOT.

BRADFORD 64331-2.

WALES:

R. COWDELL, NEWPORT 59866.

SCOTLAND:

A. L. K. SIMPSON, ALVA 254. 784-441

Used Goods Vehicles (contd.)

ROOTES, LTD.

OFFER FOR SALE THE LARGEST STOCK OF
USED VEHICLES
FROM THIS SELECTION.

BIRMINGHAM, 18.
GREAT HAMPTON STREET.
CEN 8411.

1950 COMMER forward-control 7-ton petrol drop-sider, £165.
1951 BEDFORD 5-ton petrol drop-sider, £190.
1952 COMMER Q4 tractor-trailer, P6, general condition good, £475.
1948 COMMER Q4 drop-sider, 18-ft. body, can be viewed working, £100.
1947 COMMER 2-3-ton tipper, £75.

MANCHESTER, 15.
OLYMPIA, CHESTER ROAD.
BLA 6677.

1953. February. FORD 2-3-ton van good tyres, painted blue, good condition, £175.

MAIDSTONE.
LEN ENGINEERING WORKS.
PHONE 3333.

1955 FORD 4D platform truck, Diesel, blue, £425.
1951 COMMER 3-4-ton drop-side truck, petrol, red, tilt, heater, £325.
1951 Bantam travelling shop, new bodywork, £750.
1958 COMMER EDV, petrol, seacrest green, pearl grey, £475.

ROCHESTER.
HIGH STREET.
CHATHAM 42231.

1945 FORDSON 4-ton van, brown, one owner, £99.
1950. November. Bradford van, green, mechanically sound, good tyres, £139.
1957 COMMER Cob light van, green, one owner, good condition, heater, £425.
1957 COMMER ED van, blue, one owner, as new, excellent condition, £429.
1952 Bradford van, green, serviceable condition, £90.

CANTERBURY.
THE PAVILION.
PHONE 3232.

1958 COMMER 7-ton (Diesel) long-wheelbase drop-side truck, fitted with air brakes and absolutely as new, £1,695.
1957 COMMER Cob van, fitted passenger seats, £415.
1957 AUSTIN Omnicoach, moderate mileage, £495.
ALBION Chieftain Diesel platform truck, £295. 784-148

PRALLS (HEREFORD), LTD.

COMMERCIAL VEHICLE SPECIALISTS.

ATKINSON, AUSTIN, DODGE, FORD.
1955 DODGE 7-ton Diesel, 19-ft. alloy platform, 2-speed axle, D20 tyres.
1955 DODGE 6-ton, P6 2-speed axle, 16-ft. body.
1954 AUSTIN 5-ton Lodestar, P6, 14-ft. body.
1949 MAUDSLAY Mustang twin-steer 20-ft. flat.

PRALLS (HEREFORD), LTD.

HOLMER ROAD, HEREFORD.

Phone, Hereford 4221. 784-85

L. A. MITCHELL (MOTORS), LTD.

DODGE DISTRIBUTORS,
PERKINS DIESEL SIGNHOLDERS.

NEW MORRIS B.M.C. 7-ton Diesel short-wheelbase chassis and cab, £1,408 11s. 8d.
1956. with tilt, new sheet and fitted Perkins exchange Diesel engine, £850.
1955. September, 5-ton DODGE Diesel truck, 825 by 20 tyres, £550.
1955. A-type 5-ton BEDFORD Diesel short-wheelbase tipper, £675.
1950 DODGE 5-ton truck, fitted Diesel engine, very good tyres, £350.
1953 BEDFORD 5-ton short-wheelbase tipper, £325.
1957 MORRIS 3-ton van, taxed, £345.
1953 TROJAN large-capacity Diesel van, £295.
IBALHAM HIGH RD., S.W.12. Phone, Bal 2214. 784-100

COMMER 1953 insulated 5-ton meat container van. Service engine, retired, painted to choice.
MORRIS 1950 forward-control 5-ton tipper: choice of two.
BEDFORD 1954 tractor, Service engine, new tyres, painted to choice; suitable trailer can be supplied.
HILLMAN Husky, November, 1955, excellent condition.
COMMER Hands 12-ton Diesel drop-sider, June, 1957, excellent condition, painted to choice.
MORRIS 1947 5-ton long-wheelbase drop-sider.

NEWCASTLE (STAFFS) MOTOR CO., LTD.

NEWCASTLE ROAD,
TRENT VALE, STOKE-ON-TRENT.
Phone 64621-2-3. 784-200

November 7, 1958—THE COMMERCIAL MOTOR 77
(Supplement)

Used Goods Vehicles (contd.)

W. JONES (MANCHESTER), LTD.

RUTLAND STREET GARAGES,
SWINTON.

AGENTS FOR ALL ATKINSON VEHICLES.

1957 BEDFORD 7-ton articulated, Meadows engine unit, only £800.
1956 ALBION Chieftain, short-wheelbase tipper, Homalloy body and cab, £250.
1956 B.M.C. long-wheelbase truck, Diesel, (two-speed axle, heavy duty equipment, £795.
1956 AUSTIN 7-ton drop-side truck, long wheelbase, Eaton two-speed, 825 by 20 tyres, very clean, £845.
1955 ALBION Chieftain short-wheelbase tipper, Homalloy body and cab, £275.
1955 COMMER 3-ton box van, Balco extension, extended chassis, £395.
1955 MORRIS LD 1 30-cwt. van, 9,000 miles only, as new, £475.
1955 December, AUSTIN A40 gown van, £425.
1955. December, BEDFORD short-wheelbase Diesel, A-type tipper, choice of four, steel bodica and wood.
1955. December, BEDFORD 7-ton short-wheelbase tipper, steel body, 825 by 20 tyres, £695.
1955 BEDFORD Diesel, extended chassis, Luton van, built to your specification, £1,025.
1954. December, BEDFORD drop-side truck, A-type Diesel, splendid condition, £550.
1954. BEDFORD short-wheelbase 7-ton tipper, petrol, metal body, very clean, £345.
1954 BEDFORD cabin chassis, reconditioned, suitable for Luton van, £495.
1954 SEDDON Diesel P4 engine, roller shutter sides, very clean, £495.
1954. December, BEDFORD short-wheelbase tipper, steel drop-side body, A-type Diesel, £625.
1954 MORRIS LD 1 personnel carrier, 12 seats, 12,000 miles only, £475.
1954 September, BEDFORD 30-cwt. van, A-type, petrol, £395.
1954 (Late) BEDFORD long-wheelbase tipper, Homalloy body, A-type, petrol, original, £495.
1954 BEDFORD boxvan, separate cab, A-type, petrol, platform loader, £395.
1953 E.T.6 FORD, 1,450-cu-ft. Luton van, platform loader, Perkins P6 Diesel, £375.
1951 BEDFORD 25-cwt. van, 2-way loader, £130.
1951 SEDDON articulated, Eaton two-speed, David Brown box, 23-ft. or 25-ft. trailer, Scammell coupling, £795.

USED SPARES ALL VEHICLES.

PHONE, SWINTON 1855.

HEAD OFFICE:—

5 MARSDEN COURT, MANCHESTER, 4.

Phone, Blackfriars 6037.

After hours: Haiah (near Wigan) 049 or Wigan 3035.

GARAGE OPEN EVERY DAY (INCLUDING SUNDAY).

Week-end 10 to 5.

784-180

SELLERS AND BATTY (SALES), LTD.

COMMERCIAL VEHICLE SPECIALISTS.

Phone, Peterborough 4048; Midgate 320.

E.R.F., FORD, SENTINEL.

NEW E.R.F. heavy-duty 4-wheel tractor unit, fitted Kolls-Royce oil engine, air brakes, double-reduction rear axle, D.B. 10-speed gearbox, exhaust brake equipped for twin-line air trailer brakes, heavy-duty specification throughout, immediate delivery, special price.

1954 FORD Thames E17 platform lorry, fitted Perkins P6, general condition very good.

1955 DENNIS Centaur, 20-ft. drop-side body, tyre equipment as new, fitted 2-speed axle, immaculate vehicle throughout.

1954 BEDFORD-SCAMMELL 8-type tractor unit, very clean, one owner since new.

1955 DODGE 106 P6 drop-side truck, recently fitted reconditioned engine, good tyres, clean machine, one owner since new.

1956 DODGE 106 P6 drop-side truck with extension raves, immaculate vehicle, tyre equipment as new.

1957 AUSTIN Omnicoach 13-seater, 11,000 miles, as new, one owner only.

1948 BEDFORD petrol 5-ton drop-side truck, cheap to clear, £60.

1954 FORD 3-ton 4D, standard drop-side body, good tyres, used on light work only, £325.

1948 E.R.F. Model C1-4 platform lorry, fitted Gardner 4LW, tyre equipment very good.

PART-EXCHANGES

AND

H.P. TERMS

AVAILABLE.

784-125

P.L.P. MOTORS, LTD.

SHOWROOMS AND SALES CONTROL.

44-46 WINWICK ROAD.

WARRINGTON 34636.

1957 STANDARD Companion estate car, excellent condition throughout, £575.

1957 10-12-cwt. van, very clean condition, colour black, extra seats, £400.

1955 AUSTIN A40 Countryman, rad.o, heater, £425.

1950 (Late) VULCAN with P6 Diesel engine, long-wheelbase alloy body, in very clean condition, good tyres, a sound vehicle all round, £335.

1943 AUSTIN 5-ton short-wheelbase tipper, £65.

SEE the full range of new BEDFORDS in our show-room

784-161
A41

Used Goods Vehicles (contd.)

THE MILLBURN ORGANIZATION,
PRESTON, LONGTON, LANCS, 3255-6.
GLASGOW, BELL 0073.
CARLISLE 25422.
AUTHORIZED DEALERS.

ALBION AND FORD COMMERCIALS.
IMMEDIATE DELIVERY
FROM STOCK.

NEW ALBION Reiver 6-wheel chassis, Leyland Diesel engine, 6-speed gearbox.
NEW ALBION Clydesdale chassis, 6-speed gearbox.
NEW-TYPE ALBION Chieftain chassis and cab.
NEW Thames Traders, 6-cylinder Diesel engines, 5- and 7-ton models. Other Thames models, 5 cwt. upwards.
NEW York 25-ft. trailers with Scammell coupling.
1953 FODEN F6-15 8-wheel, Gardner 6LW, 24-ft. flat, good tyres, choice of two.
1952 VANGUARD 10-cwt. van.
1951 ATKINSON 4LK long-wheelbase tipper.
1949 MAUDSLAY 8-wheeler, 9.6 A.E.C. power unit, good mechanical order.
1948 SEDDON, P6 unit, good order.
A.E.C. Matador 4 x 4, unregistered, petrol unit, all as new and complete with winch.

FORK-LIFT TRUCKS.
FORK-LIFT trucks, 3,000 to 6,000 lb. capacity, 9-ft. and 12-ft. lift; also Morris Versatile 5-ton mobile crane, electrically operated with Perkins P4 Diesel unit mounted on 4-wheel chassis, all in new condition.

MILLBURN MOTORS (PRESTON), LTD.,
WALMER BRIDGE, LONGTON, PRESTON.
Phone, Longton, Lancs, 3255-6. 784-61

BEECH'S GARAGE (HANLEY), LTD.,
DISTRIBUTORS FOR E.R.F., SEDDON, GUY.

NEW E.R.F. 8-wheeler, 6LW, D/D, 900 by 20 tyres, chassis and cab, bodywork to requirements.
A.E.C. 9 by 6 Diesel 2,500-gal. refueller, 13.50 by 20 tyres, reconditioned by M.O.S., as new.
A.E.C. Matador 4 by 4 fixed-side lorries, ex-W.D., power-operated winch, 13.50 by 20 tyres, in excellent condition; choice of two.
1953 FODEN 6-tonner, Gardner 4LK engine, 5-speed gearbox, 3 by 20 tyres, 10-ft. platform body, in very good condition.
1948 BEDFORD O-type Scammell tractor, 20-ft. platform-trailer, P6 engine, in very good condition.
1954 A.E.C. Mercury, 18-ft. drop-side body, 9.00 by 20 tyres, Duramin bow screen cab, in very good condition.
A.E.C. 4 by 4 Matador, petrol engine, 13.50 by 20 tyres, reconditioned by M.O.S., as new.
1953 SEDDON tractor, Perkins P6 engine, 8.25 by 20 tyres, S.A.E. coupling, in excellent condition.
1956 BEDFORD 5-tonner A-type short-wheelbase end hydraulic tipper, 8.25 by 20 tyres, P6 engine, in very good condition.
1950 ATKINSON 4-cylinder end hydraulic tipper, 12-ft. 6-in. by 7-ft. 2-in. body, on 36 by 8 tyres, in very good condition.
FODEN 5-cylinder timber tractor, power winch, anchor and crane jib, in excellent condition.

BEECH'S GARAGE (HANLEY), LTD.,
HOPE STREET, HANLEY, STOKE-ON-TRENT.
S-on-T. 25249 and 25240. 784-14

SPURLING MOTOR BODIES, LTD.,
"THE NAME BEHIND THE SALE."
FOR "QUALITY TESTED SECURITY."

1954 BEDFORD 10-ton Diesel tractor unit with 23-ft. trailer.
1954 BEDFORD 8-ton Diesel tractor unit with twin 20-ft. trailers.
1955 BEDFORD 5-ton long-wheelbase truck.
1956 BEDFORD 7-ton long-wheelbase Diesel truck.
1951 THORNYCROFT Sturdy Star Diesel truck, exceptional.
1956 BEDFORD 10-12-cwt. van.
1956 BEDFORD Workabus.
1951 BEDFORD 3-ton boxvan.
1954 BEDFORD 10-12-cwt. van.
1955 BEDFORD 30-cwt. all-metal van.
1946 BEDFORD 3-ton truck, overhauled, reconditioned engine.
OTHER makes and types available.

PART-EXCHANGES, hire-purchase.
USED-VEHICLE INQUIRIES TO
303 THE BROADWAY,
CRICKLEWOOD, N.W.2.
Gla 2727 and 6687-8-9.
Other branches: The Hyde, N.W.9; High Rd., Wembley; High Rd., Chiswick; Watford; Rushon St., N.1; Vigo Motors, W.10; and Colchester. 784-306

Used Goods Vehicles (contd.)

1954 FODEN FE long-wheelbase flat, 4-cylinder Diesel engine, immaculate condition.
1950 TROJAN van, P3 engine, 250-cu.-ft. capacity.
BUTTERFIELD tank on Dyson trailer, three compartments, 2,950-cu. capacity, plastic lined.
1952 FORD Sunsex, P6 engine, 20-ft. platform body.
1953 GUY Otter, P6 engine, 15-ft. platform body.
1955 GUY Otter, 4LK engine, 2-speed rear axle, 17-ft. platform, special A licence, recently overhauled.
1944 ATKINSON, 8-wheel, double-drive, chassis and cab only, A.E.C. 7.5 engine, 065 gearbox.
1940 ALBION, KL127 Gardner, 15-ft. 6-in. truck body.
1955 GUY Wolf, P4 engine, forward-control, 15-ft. truck body.
1955 BEDFORD A-type with Baico extension, P6 engine, 18-ft. body.
1954 FORD 5-ton, P6 engine, 15-ft. body.
1953 ALBION 8-wheel tipper, 6-cylinder Diesel engine, aluminium tipping body, 22 ft. 6 in.
1955 FORD 4D, Diesel engine, 15-ft. 3-in. platform body.
1955 A.E.C. Twin Steer, 9.6 engine, 21-ft. platform body, air brakes, 5-speed box.
1956

PHONE, WHITE, CALL,
USED UNITS,
WHITFIELD, BURNLEY.
Phone, Burnley 2262. 784-157

COX AND CO. (LEEDS), LTD.,
OFFER THE FOLLOWING VEHICLES:—

DEMONSTRATION COMMER 30-cwt., forward control, Diesel, fitted coachbuilt cab, 11-ft. platform body, finished in primer, mileage 450.
DEMONSTRATION KARRIER 2-3-ton Bantam Diesel chassis and cab, 10-ft. 2-in. wheelbase, 14-ft. platform body, finished in primer, mileage 450.
1953 ALBION Chieftain tipper (petrol), first registered 1.11.53, fitted Milshaw twin-ram tipping gear, drop-sided 15-ft. tipping body, sound mechanical condition throughout.
1951 COMMER 7-ton, underfloor petrol engine, platform body 15 ft. 6 in., new engine fitted last year.
1948 COMMER 25-cwt. forward-control platform truck, body length 11 ft., reconditioned last year and new set of tyres fitted.

REGENCY STREET,
LEEDS, 2.
Phone 31914 (six lines). 784-204

HILLS,
ALBION 3-ton truck with rails and sheet, first registered 1947.
AUSTIN 2-ton truck, long wheelbase, first registered 1947.
BEDFORD 3-ton platform lorry, first registered 1953.
BEDFORD 5-ton long-wheelbase truck, first registered 1954.
BEDFORD 5-ton short-wheelbase tippers, first registered 1949.
BEDFORD 5-ton P6 long-wheelbase boxvan, first registered 1954.
FORD Thames 2-ton tipper, first registered 1950.
FORD Thames 3-ton chassis-cab, first registered 1953.
FORD Thames 4D, approximately 650 cu. ft., capacity, first registered 1954.
FORD Thames 5-ton truck, P6 engine, first registered 1955.
MORRIS 30-cwt. tipping lorry, Hands hydraulic, first registered 1954.
SEDDON Diesel 3-ton long-wheelbase platform lorry, first registered 1951.
SEDDON Diesel Mk. 5 long-wheelbase tipper, first registered 1948.
THORNYCROFT Nippy Star van, approximate capacity 600 cu. ft., first registered 1953.

HILLS GARAGES (MANCHESTER), LTD.,
24-HOUR PERKINS PARTS SERVICE.
80-90 PORT STREET,
PICCADILLY, MANCHESTER, 1.
Central 4311. 784-30

J. W. HARDWICKE AND SONS,

COX LANE, West Ewell, Surrey, Ewell 1230, 5776.
1951 FODEN double-drive 8-wheeler 2-stroke tanker.
1951 FODEN double-drive 6-wheeler 24-ft. flat, 6LW.
1950 FODEN 8-wheeler 24-ft. flat, 6LW.
1951 SCAMMELL 8-wheeler, 24-ft. flat, 6LW.
1949 SCAMMELL 8-wheeler, 24-ft. flat, 6LW.
1948 E.R.F. 4-wheeler flat, 4LW Gardner.
1945 ATKINSON 8-wheeler, 24-ft. flat, 7.7 A.E.C.
1950 DODGE 4-wheeler flat, P6 engine.
1942 FODEN double-drive 6-wheeler flat, 6LW Gardner.
1939 ATKINSON Light 6-wheeler flat.
EX-W.D. FODEN, reconditioned, as new, single or twin tyres.
1944 SCAMMELL tractor unit ex petroleum company.
1942 SCAMMELL tractor unit, ex petroleum company.
1940 SCAMMELL articulator, cable carriers, choice of two.
10-TON semi-low-loader articulated trailers.
ALL types of trailers in stock. 784-420

Used Goods Vehicles (contd.)

OSWALD TILLOTSON, LTD.,
SUMMIT WORKS,
BURNLEY.
Phone 2201-4.
PRESTON STREET, BRADFORD, 7.
Preston 2377-8-9.
293 LIVERPOOL STREET, SALFORD, 5.
Pendleton 2845-6.
LARGE SELECTION OF USED VEHICLES IN STOCK.
VISIT OUR USED VEHICLE PARK AT SUMMIT WORKS, BURNLEY.

1957 A.E.C. Majestic twin steers, flats or tippers.
1956 GUY 8-wheel tipper, 22-ft. alloy U body.
1956 LEYLAND Octopus, 24-ft. 6-in. alloy body, 600 engine, choice of three.
1955 A.E.C. Mercury Mk. 1 upper, 12-ft. 6-in. long, 7.5 engine, 5-speed box.
1954 A.E.C. Mammoth Major 8-wheel tippers, 22-ft. 6-in. bodies, 11.3 and 9.6 engines, choice of two.
1954 BEDFORD-SCAMMELL tractors, choice of six.
1953 SEDDON, P6 engine, 16-ft. extension body, choice of two.
1951 FODEN, Gardner 4LK, 16-ft. body with 18-in. sideboards.
1951 LEYLAND Comet tractor and trailer, 90 engine, with Dyson 24-ft. semi-trailer.
1951 DODGE 5-tonner, Perkins P6 engine, 16-ft. 6-in. timber body.
1951 LEYLAND Octopus tipper, 21-ft. body, 3-ft. drop side, 600 engine, double drive, 5-speed gearbox.
1949 LEYLAND, Comet 75 engine, 16-ft. 6-in. timber body.
1949 THORNYCROFT 8-wheel 24-ft. timber body.
1948 THORNYCROFT Trusty, 8-wheel, 24-ft. 6-in. body, double drive, Albion oil engine.
1948 ALBION 8-wheel, 24-ft. 6-in. body, Albion oil engine, double drive.
1946 FODEN 8-wheel, 24-ft. 6-in. body, 6LW engine, 5-speed box.
1945 FODEN 8-wheel, 24-ft. 6-in. body, 6LW engine, 5-speed box.
1943 ATKINSON 6-wheel, 6LW engine, 22-ft. single body.
CHOICE of Maudslay Moguls, Mustangs and Militants; also E.R.F. twin steers. 784-313

CHARLES WENSLEY AND SONS, LTD.,
OFFER THE FOLLOWING:—

1947 BEDFORD 5-ton short-wheelbase tipper, metal body, £125.
1950 BEDFORD 5-ton short-wheelbase tipper, wooden body, £150.
1947 AUSTIN 5-ton long-wheelbase tipper, new engine last year, £125.
1946 MORRIS 5-ton long-wheelbase platform truck, £140.
1949 FORDSON 5-ton long-wheelbase drop-side truck, P6 engine, well tried, £125.
1957 FORDSON 5-ton long-wheelbase drop-side truck, 4D engine, £650.

HIRE-PURCHASE RESTRICTIONS NOW REMOVED.

CHARLES WENSLEY AND SONS, LTD.,
MAIN VAUXHALL AND BEDFORD DEALERS,
INGS ROAD, WAKEFIELD.
Phone 2294-5, 3371. 784-37

BIRD'S COMMERCIAL MOTORS, LTD.,
BIRMINGHAM ROAD,
STRATFORD-ON-AVON.
Phone 3222-3-4 and 2136. Grams, "Quicksale."

USED GOODS VEHICLES.
TWO LOW-LOADING 8-WHEEL 10-TON TRAILERS.
20-FT. LONG, EXCELLENT CONDITION.

FURTHER PARTICULARS
AND
PRICES
ON APPLICATION. 784-198

CENTRAL GARAGE,
BARNLEY ROAD, SOUTH ELSMALL,
NEAR PONTEFRACCT.
Phone, Elmsall 276-7-8.

USED VEHICLES.

ATKINSON 8-wheeler tipper, 1952, 6LW engine, double drive, 40 by 8 tyres, 19-ft. Homalloy body.
ALBION Clydesdale, December, 1954, 19-ft. 6-in. platform, very clean.
ALBION 6-wheeler Model CX5, March, 1950, double-drive bogie, 24-ft. platform.
A.E.C. Mammoth Major 8-wheeler, 1955, 9.6 engine, double drive, air brakes, 24-ft. platform body.
SEDON A-type long-wheelbase tipper, Milshaw gear, P6 engine, April, 1956.
SEDON 5-ton long-wheelbase, 1949.
E.R.F. December, 1945, fitted 7.7 engine and 18-ft. platform body.
LEYLAND 6-wheeler, 1948, double drive, platform body.

PART-EXCHANGES.
HIRE-PURCHASE AND HIRING AGREEMENTS.
CENTRAL GARAGE,
SOUTH ELSMALL. 784-154

Used Goods Vehicles (contd.)

1957
1957
axle, £1,495
1954
1952
1956
1953
1953
1952
1957
1955
1950
1955
1955
1952
1952
1952
1952
1956
1957
1955
EX-DEM
152 in.
painted reg
EX-DEM
152 in.
painted bla
F
200
AUSTIN
1955
1949
1953
BEDFOR
1956
DODGE
1954
1952
FORDSC
1957
1956
1954
MORRI
1957
VOLKSW
1956

1956
1956
1956
owner, £5
1955
wooden d
1955
1954
1954
1954
1952
1951
1951
hoist gear
G.T.C.
ground S

Used Goods Vehicles (contd.)

W. HAROLD PERRY, L. TD.

STATION BRIDGE
WEALDSTONE, MIDDLESEX

- July, COMMER 153 7-cu.-yd. tipper, £1,450.
1957 B.M.C. AUSTIN 7-cu.-yd. Diesel tipper, reinforced floor, power steering, Eaton 2-speed axle, £1,495.
1954 AUSTIN 5-ton long-wheelbase truck, petrol, £295.
1952 Thames 5-ton ET7 boxvan, £365.
1956 Thames P6, articulated boxvan body, £1,050.
1953 Thames 5-cwt. van, blue, £175.
1953 Thames 5-cwt. van, £175.
1953 Thames 5-cwt. van, green, £175.
1952 Thames 5-cwt. truck, £195.
1957 Thames 5-cwt. van, £345.
1955 Thames 5-cwt. van, £275.
1950 Thames 5-cwt. van, £145.
1955 Thames 10-cwt. van, green, £220.
1955 Thames 10-cwt. van, blue, £220.
1955 Thames 10-cwt. coachbuilt van, £195.
1952 Thames 10-cwt. truck, £150.
1952 Thames 10-cwt. Luton van, £225.
1952 BEDFORD 15-cwt. van, black, £345.
1956 BEDFORD Kenex Aristocrat Utilibroke, £535.
1957 Thames 30-cwt. van, £345.
1955 EX-DEMONSTRATOR 1957 Thames Trader, 5-ton, 152 in. wheelbase, 4-cylinder Diesel-engined truck, cab painted red, £1,050.
1955 EX-DEMONSTRATOR 1957 Thames Trader, 5-ton, 152 in. wheelbase, 6-cylinder Diesel-engined truck, cab painted black, £1,150.

HARROW 1031.

OPEN UNTIL
7 P.M. MONDAYS TO FRIDAYS,
AND TO
5.30 P.M. SATURDAYS. 784-384

FERRARIS OF CRICKLEWOOD, L. TD.

200-220 CRICKLEWOOD BROADWAY,
N.W.2.

- AUSTIN.
1955 AUSTIN A30 van with raised roof.
1949 AUSTIN A40 van; choice of three.
1953 AUSTIN 25-cwt. van, also one other.

BEDFORD.

- 1956 BEDFORD 10-12-cwt. van.

DODGE.

- 1954 DODGE 5-ton P6 long-wheelbase truck.
1952 DODGE 103A P6 10-ton articulator complete with platform trailer.

FORDSON.

- 1957 FORDSON 5-cwt. van, choice of several others.
1956 FORDSON 7-cwt. van.
1954 FORDSON 10-cwt. gown van, choice of several other vans.

MORRIS.

- 1957 15-cwt. J2 van.

VOLKSWAGEN.

- 1956 VOLKSWAGEN van in blue. 784-359

G.T.C. (COMMERCIALS), L. TD.

- 1956 BEDFORD 1,400-cu.-ft. Luton van, immaculate condition, one owner, £775.
1956 FORD 4D Diesel 3-4-ton long-wheelbase drop-side truck, £385.
1956 MORRIS B.M.C. Diesel, 5-ton forward-control long-wheelbase drop-side truck, one owner, £625.
1956 BEDFORD 7-ton short-wheelbase tipper (deep frame), 8-cu.-yd. steel body, one C-licence owner, £525.
1955 AUSTIN B.M.C. Diesel, 5-ton long-wheelbase drop-side tipper, normal control, 8-cu.-yd. wooden drop-side body, one owner, £425.
1955 BEDFORD-SCAMMELL 5 model 10-ton Diesel artic. unit, big end gone, £325.
1954 BEDFORD 5-ton long-wheelbase drop-side truck, one owner, £395.
1954 BEDFORD Perkins P6 Diesel artic. unit and 18-ft. trailer, £375.
1954 BEDFORD 2-3-ton boxvan, separate cab, one owner, choice of three, £185.
1952 COMMER 7-ton long-wheelbase trucks, 18-ft. bodies, choice of two, £150.
1951 COMMER 7-ton, underfloor engine, short-wheelbase tipper, 8-cu.-yd. wooden body. Tele-hoist gear, choice of three, £165.
1951 G.T.C. (COMMERCIALS), LTD., 2 Addington Rd., Bow Rd., E.3, Opposite Bow Rd. Underground Station. Advance 5242-3. 784-229

Used Goods Vehicles (contd.)

BLACKBIRD HILL GARAGE, L. TD.

BLACKBIRD HILL, KINGSBURY, N.W.9.
ESTABLISHED 1923.
Colindale 6134-5-6 and 4485.

- 1958 A35 pick-up, £495.
1957 AUSTIN 13-seater coach, £525.
1957 AUSTIN 15-cwt. pick-up, £425.
1955 AUSTIN A40 van, £320.
1954 AUSTIN A40 van, £275.
1951 AUSTIN A70 high-top van, £195.
1947 AUSTIN 10 utility van, £75.
1949 AUSTIN 30-cwt. insulated van, £110.
1950 BEDFORD hand tipper, £75.
1954 FORD 5-cwt. van, £145.
1953 FORD 10-cwt. truck, £195.
1953 FORD 5-cwt. van, £135.
1955 MORRIS 4-ton van, £325.
1955 MORRIS 4-ton van, £350.
1956 MORRIS 15-cwt. van, £425.
1957 MORRIS 3-ton van, £70.
1951 MORRIS 1-ton van, £345.
1954 STANDARD VANGUARD van, £340. 784-319

- 1955 December, BEDFORD 7-ton long-wheelbase Diesel, fitted with Perkins Mark 2 R6 engine.
1954 BEDFORD 7-ton Diesel, long-wheelbase flat platform, fitted with Mark 2 Perkins R6 engine.
1951 MORRIS long-wheelbase Diesel platform lorry.
1948 E.R.F. long-wheelbase tipper, fitted with Gardner 4LW engine.
1947 GUY Wolf, petrol engine, 3-ton flat platform.

ORMSKIRK MOTORS, L. TD.

MAIN VAUXHALL AND BEDFORD DEALERS,
COUNTY ROAD, ORMSKIRK.
Phone, Ormskirk 2551-2.
After 8, Anfield 6001. 784-178

R. A. JORDAN, L. TD.

MAIN DENNIS DISTRIBUTORS
(NO CONNECTION WITH ANY OTHER FIRM).
FOR GOOD USED VEHICLES.

- 1949 DENNIS Max, Diesel, 5-speed, 19-ft. body, 36 by 8 tyres.
1954 DENNIS Centaur 8-ton 18-ft. drop-side, 5-speed. Eaton axle, one owner.

IVEL WORKS,

BIGGLESWADE.
Phone 1255. 784-267

PETERBOROUGH ENGINEERING CO.

- NEW DODGE 3146AY chassis-cab, 2-speed, air brakes, heaters.
NEW DODGE 3126AP chassis-cab, 2-speed, heaters, 900 x 20 tyres.
NEW GUY Warrior, 15-ft. 9-in. wheelbase chassis-cab.
1956 DODGE 146A/R6 18-ft. drop-side truck, £875.
1955 FORDSON 4D 4-cu.-yd. standard tipper, £475.
1957 YORK 17-ton 25-ft. tandem trailer, £825.

44 EYE ROAD,

PETERBOROUGH.
Phone 6161. 784-32

HALE MOTORS (TOTTENHAM), L. TD.

THE HALE, N.17.
Tottenham 7771 (four lines).

VANS.

- 1956 BEDFORD 10-12-cwt. CAV van, reconditioned engine, repainted, immaculate.
1953 COMMER 2-ton boxvan, large capacity, integral cab, also 1951 similar, both with side loading.
1953 FORD 10-cwt. gown van, good order and appearance.
1957 FORD 7-cwt. van, plain green, extra seat, wipers, etc.
1956 MORRIS 1-ton van, low mileage.
1955 BEDFORD Dormobile, with high top conversion, blue, excellent condition.
1958 COMMER 15-cwt. Diesel Superpolise with special gown van body, 4,000 miles only.

TRUCKS.

- 1956 AUSTIN A40 pick-up truck, 20,000 miles, very clean vehicle.

TIPPERS.

- 1938 E.R.F. 8-cu.-yd. hydraulic tipper, Gardner 4LW Diesel engine.

NEW VEHICLES.

- AUSTIN, Ford, Rootes Group.
COMPREHENSIVE stocks always held. 784-311

November 7, 1958—THE COMMERCIAL MOTOR 79
(Supplement)

Used Goods Vehicles (contd.)

GARLICK BURRELL AND EDWARDS, L. TD.

(COMMERCIAL VEHICLES SALES).
188 REGENT ROAD,
LIVERPOOL, 20.

LOOK AT THESE:—

TWO ONLY LEFT AT THE MOMENT.

- 1957 BEDFORD 5-ton long-wheelbase tipper, fitted with Bedford's own Diesel engine, small mileage, fitted with brand-new tipping gears and bodies, with either 750 by 20 or 825 by 20 tyres.
LAST week choice of six; this week choice of two.

WHY THESE

TIPPERS

MUST BE OF INTEREST TO YOU:—

- * LOW mileages, not previously been used as tippers.
- * BEDFORD'S own 300-cu.-in. engine.
- * EACH chassis checked throughout in our Service Department, prior to sale.
- * NEW tipping gears
- * NEW bodies built to your specification.
- * SAVE yourselves £500 by purchasing any of these tippers against a similar new specification.

TRACTORS.

- CHOICE of two 1955 BEDFORD 10-ton Scammell tractor units, one fitted with Meadows 4-cylinder Diesel engine, the other Perkins R6.
1956 October, DODGE P6 Diesel tractor unit Scammell, 2-speed axle, excellent condition, choice of two.
1956 November, B.M.C. Diesel tractor unit, 2-speed axle, Michelin metallic tyres, Scammell attachment, first-class condition.
1956 BEDFORD 8-ton Diesel Scammell tractor with 2-speed axle, Perkins P6.

TRUCKS.

- 1953 BEDFORD A-type 4-ton long-wheelbase, petrol, drop-side truck.
1953 Thames 4-ton long-wheelbase, petrol, drop-side truck.
1955 BEDFORD P6 Diesel, long-wheelbase drop-side truck.
1949 DODGE P6 Diesel long-wheelbase platform truck.
1957 BEDFORD 5-ton, 300 Diesel, long-wheelbase platform truck.
1944 MAUDSLAY 7.7, long-wheelbase platform truck, Michelin tyres, first-class condition, trailer hitch.

PART-EXCHANGES ACCEPTED AGAINST ANY OF THE ABOVE MACHINES.

PHONE, BUTLE 4343

WITH YOUR INQUIRIES.

DEMONSTRATIONS ARRANGED IMMEDIATELY.

GARLICK, BURRELL AND EDWARDS, L. TD.

188 REGENT ROAD,
LIVERPOOL, 20. 784-314

HAZLEMERE MOTOR CO.

(WALTHAM ABBEY), L. TD.

Waltham Cross 2275-7.

BEDFORD DEALERS, FODEN DISTRIBUTORS,
PERKINS SIGNHOLDERS.

- 1950 BEDFORD 5-ton tipper.
1950 FORD Thames truck, perfect job.
1954 FORD 5-ton Diesel tipper, P6 engine.
1937 A.E.C. 6-wheeler, single drive, 7.7 reconditioned engine.
1942 A.E.C. Mammoth Major, 7.7 engine, 24-ft. platform, single drive.
1956 BEDFORD A model Diesel P6 tractor unit with 20-ft. Tasker platform trailer and low-loading trailer.
1955 LAND ROVER standard petrol. 784-230

BIRMINGHAM COMMERCIAL OFFER:—

- 1953 BEDFORD long-wheelbase tippers (choice of three).
1955 BEDFORD 4-ton long-wheelbase truck.
1956 BEDFORD 2-ton long-wheelbase truck.
1950 COMMER OX Luton, 1,800 c.c.
1954 DENNIS Stork van, 900 c.c.
1946 FODEN 10-ton tipper (just being rebuilt).
1950 FODEN 6-wheel tipper.
1953 FODEN artic., 25-ft. trailer S/A.
1950 (Registered) LEYLAND 6-wheel tipper.

TERMS AND EXCHANGES.

560 COVENTRY ROAD,

BIRMINGHAM, 10.
Phone, Victoria 0437-8. 784-453

A43

Used Goods Vehicles (contd.)

TILBURY'S (SOTON), LTD.,
CENTRAL STATION BRIDGE ROAD,
SOUTHAMPTON.
Phone 24731.
SEDDON DIESEL DISTRIBUTORS.
COMMERCIAL MAIN DEALERS (HEAVY).
PART-EXCHANGE ARRANGED.
TERMS, BOTH H.P. AND RENTAL, AVAILABLE.

DEMONSTRATION VEHICLES.
SEDDON Diesel Mk. 15, fitted with P6 engine, 13-ft. 6-in. wheelbase cab and chassis, 8.25 tyre equipment.

USED VEHICLES.
1956 B.M.C. 7-tonner double-drop-side, fitted with power steering and twin-speed axle, very clean condition.
1955 DODGE Diesel 106, fitted with 17-ft. 6-in. platform, alloy body and twin-speed axle, one owner, excellent condition.
1955 (First registered August) SEDDON Diesel Scammell tractor unit Mk. 8/8, fitted with de luxe cab, illuminated roof indication, fitted with modified R6 engine, one owner, can be recommended as being above-average condition.
1951 E.R.F., fitted with Gardner 4LW engine, 17-ft. 6-in. platform body, in excellent condition throughout.
1950 E.R.F., fitted with 4LW Gardner engine, 17-ft. platform body, very good condition throughout, including mechanical condition.
1954 (Late) SCAMMELL Scarab, fitted with twin rear wheels, exceptionally good condition throughout.
1949 COMMERCIAL Superposse, Perkins Diesel platform truck, considerably above-average condition.
1949 LWAYS in stock, Diesel-engined vehicles between £200-£400.
ALL the above vehicles are subject to the new deposits.

W. H. HAROLD PERRY, LTD.,
MAIN FORD DEALERS,
FINCHLEY.
OFFER THE FOLLOWING SELECTION OF USED VEHICLES:—

1957 Thames 5-cwt. van, resprayed, £345.
1956 Thames 5-cwt. vans, choice of four, £325.
1956 Thames 10-cwt. vans, reconditioned engine, £290.
1955 Thames 5-cwt. van, with side windows, immaculate, £195.
1956 AUSTIN A30 vans, choice of two, £325.
1956 AUSTIN A40 van, £355.
1957 COMMERCIAL Cob van, 6,000 miles, as new, £395.
1950 AUSTIN 5-ton long-wheelbase truck, good tyres, £187.
IN VICTA WORKS, North Finchley, N.12.

HILLSIDE 8888. 784-234

JACKSONS
FOR
MODERN SELECTED VEHICLES.

LEYLAND Comet, 1957, forward control, long wheelbase, 18-ft. body, double drop-side, one owner, nominal mileage, almost new.
SEDDON, 1956, latest wrap-round screen, fibre-glass cab, 5-Pilot body and gears, one owner, opportunity to buy a most new truck.
AUSTIN 1956 model forward control 3-ton long-wheelbase Diesel truck, alloy body, very sound vehicle throughout.
BEDFORD 1955 model 7-ton long-wheelbase Diesel tipper, R6 engine, one owner, ready for work.
DENNIS Jubilee, 1954 model, 6-wheel, double-drive, chassis and cab, 5-speed box, total mileage 67,000 since new, late property of large combine, this is almost mint condition.
AUSTIN Loadstar 1953 short-wheelbase wooden body tipper, P6 engine, well tyred, repainted and ready for work, choice of three.
MORRIS COMMERCIAL Diesel 30-cwt. van, LD02 model, 1950, in excellent condition.

O. T. JACKSON MOTORS, LTD.,
155 NEW WOLVERHAMPTON ROAD,
LANGLEY, NEAR BIRMINGHAM.
Phone, Birmingham Broadwell 2871-2-3.

£750. 1951 ATKINSON 8-ton tipper, fitted 4LW Gardner engine, one owner.
£675. 1957 B.M.C. Diesel 10-ton SCAMMELL tractor, 2-speed axle.
£425. 1952 model Dodge Diesel SCAMMELL tractor, 20-ft. trailer, clean.
£450. 1955 BEDFORD-SCAMMELL tractor, 20-ft. trailer, clean, one owner.
£295. 1955 FORD 4 Diesel 2-ton van.
£135. VULCAN 6-ton Diesel, taxed.
£185. 1949 SEDDON 6-ton Diesel lorry.
£250. 1950 FODEN 6-ton lorry, 4LK engine.
£175. 1954 DODGE 7-ton, R6 engine, damaged at front.
£450. 1951 registered ex-W.D. AUSTIN converted to tractor, fitted Perkins P6 engine, 12-ton low-loading trailer, knock-out axle.
£175. 1951 BEDFORD Diesel 5-ton long-wheelbase lorry.
TRAILERS, all types, drawbar and articulated, from £40.
255 WALTON LANE, Liverpool, 4. Aintree 1873.

Used Goods Vehicles (contd.)

MAYFAIR GARAGE (TAMWORTH), LTD.,
COLESHILL ROAD, FAZELEY,
TAMWORTH, STAFFS.
Phone, Tamworth 1396-7.

THE COMMERCIAL VEHICLE SPECIALISTS.
OFFER THE FOLLOWING CAREFULLY SELECTED USED VEHICLES.

AUSTIN long-wheelbase 5-ton twin ram end tipper, fitted Perkins P6 engine, good tyres and general condition, 14-ft. drop-side body.
MAUDSLAY twin steer, 1948, fitted A.E.C. 7.7 engine, 5-speed gearbox, 20-ft. platform body, in very good condition.
SENTINEL, 1954, light 6-wheeler, with 21-ft. drop-side body, Servo brakes, 4 cylinder D.I. engine in excellent condition, tyres very good.
SENTINEL light 6-wheeler twin ram end tipper, registered 1954, fitted 4-cylinder D.I. engine, wooden body 19 ft. long with 4-ft. high fixed sides, in excellent condition.

PART EXCHANGES. HIRE PURCHASE. INSURANCE. 784-422

MAYDAY MOTORS, LTD.,
DODGE DISTRIBUTORS.

NEW DODGE long-wheelbase forward-control 7-ton truck, 19-ft. 6-in. body length, Model 3146Y.
1951 BEDFORD 5-ton tipper, good condition, £160.
1952 5-ton AUSTIN Loadstar platform truck, recently fitted new engine, tyres approximately 80% new, first-class condition, £280.
1956 Thames 5-cwt. van, first-class condition, red and grey, £295.
1955 7-ton BEDFORD tippers from £450.
1956 COMMERCIAL Cob Utility, in first-class condition, £430.
MAYDAY RD., Thornton Heath, Croydon. Thornton Heath 3473. 784-239

MORTON'S GARAGE, LTD.,
81 BINLEY ROAD,
COVENTRY.
Phone 53354.

COMMERCIAL KARRIER DEALERS.
1958 KARRIER Bantam platform, petrol, ex stock.
1956 SENTINEL 8-9-ton tipper, Diesel engine.
1956 BEDFORD 7-ton long-wheelbase tipper, petrol engine.
1955 BEDFORD 10-12-cwt. van.
1954 COMMERCIAL 7-ton tipper, petrol engine.
1953 RELIANT 10-12-cwt. van, ladder rack.
1948 BEDFORD 10-12-cwt. van.

PART EXCHANGES. HIRE PURCHASE. INSURANCE.
OPEN SEVEN DAYS PER WEEK. 784-424

SPURLING CITY DEPOT OFFER:—

1958 BEDFORD 15-cwt. furniture van, very small mileage.
1954 Tharner 4-cylinder petrol, 2-ton van, roller shutter at rear.
1954 COMMERCIAL 5-ton 16-ft. truck, petrol engine.
1950 BEDFORD 5-ton short-wheelbase tipper.
1953 Model MORRIS Cowley gown van, small mileage.

HIRE PURCHASE. PART-EXCHANGES.
176-9 SHOREDITCH HIGH STREET,
LONDON, E.1.
Phone, Shoreditch 8433. 784-413

SCAMMELL trailers articulated 21-ft. low-loader 15 ft. in well, 8.25 by 10 twin, £100; 10-tonner, 6-wheel, oscillating axle; offers 7.6-tonners, £20 each. Butlin Keyes Meadow, Adderbury, Banbury. 784-x2191

NORMAN REEVES (MOTORS), LTD., High St., Uxbridge, Middlesex. Phone, Uxbridge 3444 (four lines).

1950 BEDFORD 5-yd. tipper, wooden body, petrol engine, £135.
1949 AUSTIN 5-ton long-wheelbase truck, excellent body, petrol engine, four new tyres, ready to go to work, £135.
1946 COMMERCIAL P6 Scammell prime mover, good tyres, above average condition, £150 or offer.
1953 E6 5-yd. tipper, steel body, good tyres, spare engine, £150.
1954 November, BEDFORD Utilibrake, black and cream, extras, £395.
1951 Thames 5-cwt. van, black, £75. 784-79

£525. 1956 BEDFORD A-type, petrol, 5-ton long-wheelbase tipper, as new.
£475. 1954 BEDFORD A-type, Diesel, 5-ton short-wheelbase power tipper, as new, one owner.
£375. 1951 COMMERCIAL articulated, new P6 engine, 18-ft. Scammell trailer, tyres as new, one C-licence owner.
£375. 1951 COMMERCIAL articulated, new P6 engine, 20-ft. Scammell trailer, tyres as new, one C-licence owner.
£185. 1948 SEDDON 6-7-ton long-wheelbase platform lorry, as new.
KIRKPACUS COMMERCIAL MOTORS, 82 Hilton St., Nr. Broughton, Salford, 7. Phone, Broughton 2316 and 2436. 784-159

Used Goods Vehicles (contd.)

SOUTHERN COUNTIES GARAGES, LTD.,
HIGH STREET, CRAWLEY, SUSSEX.
Phone 25666.

AUSTIN AND FORD COMMERCIALS

NEW AUSTIN 4-ton van and pick-up.
NEW FORD 5-ton Thames Trader drop-side truck in stock.
OFFER the following vehicles, mostly carrying three months' written guarantee.
1957 AUSTIN 152 van, low mileage, £495.
1949 AUSTIN 3-way loader, £95.
1950 BEDFORD 5-ton cattle truck (container type), £295.
1955 FORD 10-cwt. van with windows, £275.
1955 FORD 4D 2-3-ton short-wheelbase drop-side truck, £425.
1956 FORD 10-cwt. van, one owner-driver, £295.
1957 FORD 10-cwt. van, £315. 784-318

THE NIGHTINGALE ENGINEERING CO., LTD.

NEW ATKINSON L644 long-wheelbase chassis-cab, immediate delivery.
1958 (Registered) FODEN 6-wheeler platform, double drive, 40 by 8 tyres, small mileage. Choice of two.
1956 (Registered) FODEN 6-wheeler, 22-ft. platform, excellent condition.
1955 ATKINSON ST 1044 Scammell tractor, very good condition, choice of two.
WESTERN LANE, London, S.W.12. Battersea 2193. 784-342

E. RAYMENT, LTD.,
DODGE DISTRIBUTORS FOR EAST LONDON.

DODGE 101 5-ton trucks, platforms and vans, Diesel and petrol, cheap to clear.
DODGE 1954 7-ton (Diesel) truck, repainted, in good condition, £675.
DODGE 5-ton (petrol) truck, £165.
DODGE 1955 7-ton (Diesel) 6-cu.-yd. steel-bodied Amnony tipper, first-class condition.
BEDFORD 1949 (petrol) O-model Scammell tractor.
BEDFORD 1952 (petrol) S-model Scammell tractor.
NEW DODGE fully forward- and normal-control vehicles for early delivery.
NEW Perkins engines and exchange units from stock.
334-340 ROMFORD RD., London, E.7, Maryland 4772-3-4. 784-303

SPA GARAGES (LEEDS), LTD.,
MEANWOOD ROAD,
LEEDS, 7.
Phone 34884.

1955 ALBION Reiver 6-wheeler, fitted with fully reconditioned Chieftain engine, £1,750.
1953 VULCAN long-wheelbase, fitted P6, £345.
1952 BEDFORD long-wheelbase petrol 7-tonner.
1952 BEDFORD 4-5-ton long-wheelbase, petrol.
1951 COMMERCIAL long-wheelbase Superposse, Perkins P6, excellent condition, £295.
1951 AUSTIN Loadstar Luton van, petrol, £225.
H.P. Accounts settled, part-exchanges, H.P. arranged 784-312

TWO small vans, 12 cwt., SA licences Carlisle area.

1951 Heavy-duty 12-ton Sentinel, flat, £900.
1952 FODEN 15-ton tipper, ex-Ministry, £1,000.
TWO 1953 GUY Otters, flat Eaton 2-speed, £450 each.
ONE 1954 GUY Otter, flat Eaton 2-speed, £500.
TWO 1955 DODGE coal body tippers, £850 each.
SIX MAUDSLAY 4-wheel flats, 1946 to 1949, cheap.
1948 MAUDSLAY 4-wheel tipper, £500.
1939 Six-wheel FODEN, £400.
1937 6-wheel FODEN, £300.
TWO 1946-8 SEDDONS, £500 for two.
1955 SEDDON flat, £750.
1948 MAUDSLAY coal tipper, £500.
1950 SENTINEL coal tipper, £500.
1958 BEDFORD 7-ton tipper, £1,400.
1955 5-ton FORD 4D flat, £450.
1955 7-ton DODGE tipper, £800.
1952 A.E.C. rebuilt tipper, 6-wheel, £600.
NEW A.E.C.s, any model.

NEW Commers, Leylands. Part-exchanges, hire-purchase.
BRINDLEY, Sharnford, Hinckley. Phone, Sappcote 225. 784-1

10 EX-W.D. BEDFORD long-wheelbase, unregistered, £50 each.
PERKINS P6 BEDFORD long-wheelbase tipper, in good condition, £150.
AUSTINS 4 x 4, unregistered, as new, to clear, £70 each.
ERNEST THORPE, Throgmole, Nr. Sheffield. Phone, Stocksbridge 2152. 784-160

Used Goods

1951
1952
1954
1951
1950
12-TON
VARIOUS
ment

1956
1956
1953
1951
1951
1950
LARGE
F. available
FORTRESS
London

WHEAT

DENNIS
BEDFORD
DODGE
DODGE
BEDFORD
BEDFORD
1948
A.E.C.
SEDDON
COMMERCIAL
allowan

1948
1949
1946
1950
T. J. RICE
Broadwell

BEDFORD
Tasker
miles, used
DODGE
with 2
FORD 5
FODEN
engine
general ov
lyres, £2,8
FODEN
rebuilt,
£450.
MAUDSLAY
good
A good
LE the
Any tin
W. 2391

1951
1951
1953
1950
1952
1949
1955
FAVOUR
rebuilt
WINGE
RD.,
field 3527

1951
NUMER
25 Used
BARTON
Phone

Used Goods Vehicles (contd.)

G. H. DUNNING.

BALLARDS YARD.
HIGH STREET, EDGWARE.
Edgware 2572.

OPEN WEEK-ENDS.

- 1951 FORD P6 5-ton long-wheelbase, £265.
1952 FORD P6 Sussex, 18-ft. 6-in. platform, £275.
1954 DODGE P4 2-ton drop-side truck, excellent condition, £355.
1951 FORD 4D 4-ton long-wheelbase truck, £375.
1950 FORD P6 5-yd. drop-side tipper, £275.
12-TON Aveling Parker Diesel road roller, seen working with Scarifier, £485.
VARIOUS other second-hand vehicles too numerous to mention. Please inquire. 784-349

COM MOTORS, L. TD.

- 1956 BEDFORD 10-12-cwt. van, one owner, immaculate throughout, choice of two from £325.
1956 FORD 15-ton 4D 2-ton standard van, small mileage, £450.
1953 Registered BEDFORD, 1,350-cu.-ft. Luton van, well maintained, ready for work, £365.
1951 AUSTIN 2-ton Load Star boxvan, immaculate, £225.
1951 SEDDON 6-ton long-wheelbase truck, Perkins engine, C-licence owner, condition including tyres faultless, £395.
1950 KARRIER Bantam tractor, fitted automatic coupling and two boxvan trailers of 700-cu.-ft. capacity each, complete outfit, little used and immaculate, £400.
LARGE variety of used commercial vehicles always available and covered by our three months' guarantee.
FORTRESS GROVE, Fortress Rd., Kentish Town, London, N.W.5. Gulliver 5888-9. 784-327

WHEATLEYS AND FARROWS, GARAGES, L. TD.

- DENNIS Max, 1950, long wheelbase, N.W. special A.
BEDFORD 1951 7-ton petrol long wheelbase.
DODGE, 1956, R6 engine, long wheelbase, Northern Area special.
DODGE, 1956, P6 engine, long wheelbase.
BEDFORD artic., 1956, Scammell-coupling trailer, Metropolitan special.
1948 BEDFORD-SCAMMELL ditto, Metropolitan special A.
A.E.C. 1936 5-wheeler, East Midland 6-ton 7-cwt. special A.
SEDDON Dodge, Austin, B.M.C., all models, new vehicles.
COMMERCIAL vehicles on H.P. or rental plan, highest allowance on part-exchange.

CONSULT THE SPECIALIST FIRST.

48 SCOTGATE,

STAMFORD, Lincs.

Phone, Stamford 2104-5. 784-391

- 1948 ATKINSON 6-wheeler, 6LW.
1949 MORRIS 5-ton long-wheelbase drop-side truck, excellent condition, £100.
1946 FODEN 8-wheeler, 6LW.
1950 BEDFORD 5-ton Luton, separate cab, £135.
T. J. RICHARDSON AND SONS, LTD., 100 Dudley Rd. East, Oldbury, near Birmingham. Phone, Broadwell 1840. 784-120
BEDFORD 105 5-type petrol articulator with 10-ton Taker 23-ft. semi-trailer (both new 1955), 16,000 miles, used locally only, genuine and perfect, £525.
DODGE Scammell, 1955, 10-ton P6 engine, Eaton axle, with 24-ft. Scammell semi-trailer, perfect, £325.
FORD 5-ton P6 long-wheelbase flat, 1950, good, £185.
FODEN 1953 8-wheel tipper, new 2-stroke Mk. II engine and box just fitted at Fodens, brakes and general overhaul carried out costing £1,250, nearly new tyres, £2,850; excellent.
FODEN 8-wheel 24-ft. flat, 6LW, 1939 but completely rebuilt, including new cab, 1955, really good vehicle, £450.
MAUDSLAY 1948 4-wheel 13-ft. tipper, 4LW engine, good order, £350.
ATKINSON 6-wheel tipper, 7.7 engine, 18-ft. steel body, good, £950.
ALL these vehicles are working locally and can be seen any time.
H. SHORT, LTD., Newthorpe, Notts. Kimberley 2391. 784-102

- 1951 ALBION CX 1N model with steel tipping body.
1951 ALBION CX 1N model platform truck.
1953 BEDFORD 7-ton long-wheelbase petrol tipper.
1950 DODGE 5-ton Diesel long-wheelbase tipper with steel body.
1952 FODEN 8-wheel platform truck with Foden engine.
1949 LEYLAND Comet 75 with 17-ft. 6-in. cattle container, as new.
1955 LEYLAND Comet, forward control, 100, with 20-ft. wooden platform, new condition.
FAVOURABLE H.P. terms. Your own H.P. accounts settled. Any make of vehicle taken in part-exchange.
WINGERWORTH SERVICE STATION, LTD., Dero Rd., Wingerworth, Chesterfield, Derbyshire. Chesterfield 3527 and 7833. 784-16

- 1951 FORD Trader 5-tonner, P6 Diesel, £250.
NUMEROUS 5-ton tippers available.
25 Used vans in stock from 8 to 20 cwt.
BARTON MOTORS (PRESTON), LTD., Preston, Phone, Preston 4664 (10 lines). 784-171

Used Goods Vehicles (contd.)

COUNTY OAK SERVICE STATION, L. TD.

VAUXHALL-BEDFORD MAIN DEALERS,
LONDON ROAD, CRAWLEY, SUSSEX.
Phone, Crawley 25475-6-7.

- BEDFORD 1954 Dormobile, one owner, £375.
BEDFORD 1953 CA van, £195.
BEDFORD 1952 long-wheelbase truck, one owner, first-class condition, £200.
BEDFORD 1947 long-wheelbase truck, £125.
FORD 1956 5-cwt. Thames van, very clean, £275.
A.E.C. Regal 1937 ex-B.B.C. wireless equipment vehicle, very good condition, £200.
AUSTIN 1947 2-ton meat van, £175.
AUSTIN 1948 2-ton 3-way loader van, £165.
FORD 1951 ET6 5-ton tipper, new engine, good tyres.
FORD 1952 ET6 5-ton meat van, £200.
AUSTIN 1949 3-way van, £95. 784-461

- 1958 15-cwt. Thames builders' truck, customer exchanging to larger FORD truck, new price £620, a bargain, £495.
1953 FORD 3-ton truck, converted to Diesel, 16,000 miles also, recollared, £375.
1950 DODGE 5-ton long-wheelbase petrol truck, excellent condition, £165.
1951 DODGE long-wheelbase Diesel truck, fitted Eaton 2-speed axle, £395.
1948 BEDFORD 6-cwt. van, good order, £125.
1954 FORD 5-cwt. van, factory reconditioned engine fitted, £180.

GILBERT RICE, L. TD.,

HORSHAM, SUSSEX.

Phone 4331. 784-447

ROSS GARAGES (SALES), L. TD.

PENARTH ROAD, CARDIFF.

Phone, Cardiff 24671.

ATKINSON AND SEDDON MAIN DISTRIBUTORS.
ROOTES GROUP DEALERS.

NEW VEHICLES FROM STOCK.

- ATKINSON 8-wheeler, Gardner 6LW, air brakes, double drive, 40 by 8 tyres.
COMMER 7-ton Rootes Diesel, air brakes, 13-ft. 6-in. wheelbase.

USED VEHICLES.

- 1953 ATKINSON 6LW 8-wheeler, platform body.
1953 One-axle 8-wheeler, 6LW, flat top, double drive, in good condition.
1952 FODEN, 4LW engine, 4-wheeler, platform body.
1952 BEDFORD 5-ton platform body.
E.R.F. 1955 8-wheeler, 6LW engine, platform. 784-435

UNITED GARAGES (LEEDS), L. TD.

247 ELLAND ROAD,
LEEDS, 11

Phone 77281.

- 1957 ALBION Clydesdale, Homalloy fibre-glass cab, Pilot V3 tipper.
1954 LEYLAND Comet ECO2-IR, Pilot V3 tipper, medium wheelbase.
1949 LEYLAND Comet, Pilot V3 tipper, medium wheelbase.
ALL the above have drop-sided alloy bodies and are in very good condition throughout.
1956 FORD Thames 3-ton 4D engine, standard drop-side body, good condition. 784-438

- 1949 FODEN 8-wheeler, 6LW.
1954 5-ton AUSTIN, petrol.
1954 7-ton GUY, Perkins P6.
1950 COMMER cattle truck, petrol, one owner.
1954 COMMER Superpoise Diesel 4.5-tonner.
1956 BEDFORD flats, 7-ton Diesel.
1953 ALBION Chieftain 7-ton.
SAYERS GARAGE, Brough, Westmorland. Brough 203. 784-162

- H. TAYLOR AND CO., LTD.—
1957 COMMER express delivery van, 10 cwt., cream-green, overriders, one owner, £375.
1956 AUSTIN A40 pick-up, green, heater, £325.
1955 MORRIS Minor 3-ton van, grey, extra passenger seat, good tyres, one owner, wing mirrors, not seenwritten, bodywork good, £295.
1954 November, MORRIS 10-cwt. van, 3-type, £225.
1-2 THE CRESCENT, Surbiton, Surrey. Elmbridge 0981. 784-150

- CAPITAL MOTORS CO., LTD.
1954 MORRIS 5-cwt. van, blue, clean condition, £275.
1955 FORD 10-cwt. van, exceptionally clean, £235.
FORDSON V8 Luton van, good engine and tyres, £75.
1956 Thames 5-cwt. van, good order and tyres, £275.
REMINGTON ST., City Rd., N.1. (Nr. Angel). Clerkenwell 7456. 784-494

Used Goods Vehicles (contd.)

E. J. BAKER AND CO. (DORKING), L. TD.

42 BIRCHETT ROAD, ALDERSHOT.

Phone 776-7-8.

- BEDFORD 1954 5-ton long-wheelbase truck, low mileage, fitted flashers and heater, first-class condition, ex-C licence, £600.
FORDSON 1951 5-ton long-wheelbase truck, £150.
DODGE 1946 5-ton short-wheelbase steel body, drop-side and underfloor gear, £120.
BEDFORD 1945 long-wheelbase drop-side truck, £50.
BEDFORD 1946 short-wheelbase drop-sided truck with 5 tilt, owner driven, very clean, £175.
FORD Thames van (December, 1956), green, unwritten, very clean, owner driven, £350.
FORD 5-cwt. van (1953), repainted beige and black, very clean, £125. 784-336

- 1957 A50 van, blue, guaranteed, £425.

- 1955 BEDFORD 7-ton drop-side truck, good tyres, guaranteed, £600.

- 1951 BEDFORD 5-ton drop-side truck, guaranteed, £175.

- 1952 BEDFORD 2-3-ton box van, very good condition, £175.

CAMPBELL SYMONDS AND CO., L. TD.

FORTY AVENUE, WEMBLEY.

Arnold 7771. 784-409

SIMPSON'S MOTORS (WEMBLEY), L. TD.

345 HIGH RD.,
WEMBLEY.

Phone, Wembley 3903, 8691, 4422.

- 1950 COMMER horsebox.
1954 FORD Thames Utility type, windows and seat.
1954 FORD gown van.
1949 FORD 10-cwt. van; choice of three.
1948 1951 GUY Vixen and Wolf pantechnicons.
MORRIS 2-ton furniture van.
COMMER 2-ton furniture van, choice of two. 784-431

CHANDLERS MOTORS, L. TD.

- TRUCKS and units.
1955 DODGE 106 P6 platform, 36 by 8 tyres, £415.
1955 BEDFORD A-type Scammell petrol unit, C-licence operator, £400.
1953 BEDFORD A-type truck, in first-class order, £320.
1951 BEDFORD Diesel 5-ton drop-side truck, £225.

- TIPPERS.
1955 BEDFORD A-type 5-ton short-wheelbase tipper, 5-yd. box, in excellent condition, £460.
1954 BEDFORD A-type 5-ton short-wheelbase tipper, Anthony hoist, steel body, choice of two, £380.
1950 AUSTIN Loadstar long-wheelbase tipper, £195.

LUTON vans and pantechnicons.

- 1954 AUSTIN 3-way van, C-licensed operator, first-class condition, £165.
1954 BEDFORD 5-ton boxvan, 1,000 cu. ft., £360.
1953 AUSTIN 5-ton pantechnic, 1,100 cu. ft., with drop well, Plymax body, excellent condition.
CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10.

GRE 2033-4.

784-333

SPURLING MOTORS (CHISWICK), LTD., Spurling

Corner, W.4. Phone, Chi 6741 (five lines).

- 1955 AUSTIN A40 van with windows, £310.

- 1956 BEDFORD Utilibrake, £415.

- 1956 MORRIS 10-cwt. van, excellent condition, £325.

- 1953 A-type BEDFORD 5-ton long-wheelbase truck, reconditioned, £425. 784-376

VIGO MOTORS.

- 1952 5-ton BEDFORD truck, £245.

- 1949 5-ton long-wheelbase BEDFORD boxvan, £200.

- 10-cwt. van, Hanson body, £295.

- 1955 VIGO MOTORS, Walmer Rd., W.10. Ladbroke 3051.

- 1957 PEARL GARAGES, LTD., 37 South Ealing Rd., London, W.5. Ealing 9046.

- 1957 Thames 5-cwt. van, £335.

- 1957 AUSTIN A35 van, £345.

- 1955 FORD 10-cwt. van, £215.

IMMEDIATE delivery of new models from stock. 784-408

- 1955 BEDFORD 7-ton 17-ft. 6-in. platform, R6 engine, good tyres, £650.

- 1952 BEDFORD O-type, fitted Perkins P6 engine, offers wanted.

- 1955 DODGE 106 P6 16-ft. drop-side truck, very good tyres, general condition good, £675. J. Urquhart and Son, Ltd., Butts Rd., Alton, Hants. Phone 2838. 784-343

A45

Used Goods Vehicles (contd.)

WELCH'S GARAGE (STAPLEFORD), LTD.,
BEDFORD-LAND ROVER DEALERS,
FOR IMMEDIATE DELIVERY:—

- NEW BEDFORD** 7-ton long-wheelbase 300 Diesel.
NEW BEDFORD 10-ton 300 Diesel, Scammell coupling, 10-ply tyres.
NEW BEDFORD C.A. van, heavy duty.
NEW BEDFORD C.A. Martin Walter Utilabrake, colour to choice.
1955 C.A. van, very clean, one owner, painted to choice.
1950 BEDFORD 30-cwt. truck.
1949 VULCAN, P5, very sound, Luton van, separate cab, fitted Moss rear axle.
1947 FODEN 8-wheeler, 6LW, runs well, ready for immediate use.

PART-EXCHANGES AND HIRE-PURCHASE.

LONDON ROAD,
STAPLEFORD, CAMBS.

Phone, Shelford 3017-8-9. 784-396

HENDY FOR FORD.

EARLY OF IMMEDIATE DELIVERY ON ALL
THAMES MODELS.

- 1957** Thames Trader 5-ton 6D long-wheelbase truck, £1,150.
1955 November, Thames 4D 4-cu.-yd. tipper, alloy body, £1,100.
1954 AUSTIN P6 5-ton long-wheelbase tipper, £550.
1954 Thames 2-ton Cost Cutter petrol van, £350.
1952 DODGE 5-ton P6 long-wheelbase truck, £390.
1957 MORRIS Minicoach, £460.
1957 Thames 5-cwt. vans from £300.

PERCY HENDY, LTD.,

VINCENTS WALK, SOUTHAMPTON.

Phone, Southampton 28331.

ALSO AT CHANDLERS FORD. PHONE 2271. 784-397

CHASESIDE MOTOR CO., LTD.,

GREAT CAMBRIDGE ROAD,
ENFIELD, MIDDLESEX.

FORD MAIN DEALERS.
Phone, Enfield 3456.

- 1950** FORD 3-ton truck, in good condition, fitted reconditioned engine, £155 o.n.o.
1948 FORD 5-ton long-wheelbase truck, good condition, mechanically and bodily, £80. 784-419
1948 5-ton Austin, Commer, Bedford, vehicles first-class condition, reasonable price. H. and G. Simonds, Ltd., Brewers, Reading, Berks. 784-329
1954 COMMER 7-cu.-yd. drop-side tipper, petrol, in very good condition.
1951 December, SEDDON 7-cu.-yd. drop-side tipper, Diesel.
1944 E.R.F. 7-ton long-wheelbase flat-bed truck with A.E.C. Diesel.
F. ENGLISH, LTD., Poole Rd., Bournemouth. Phone 5850. 784-344

SPECIALISTS for Albion, Leyland, Thames, Telehoist and Syndromic.

THE RELIANCE GARAGE CO. (BRIGHOUSE), LTD., Brighouse, Yorks. Phone 1077-8-9. 784-389

- 1951** BEDFORD 7-ton short-wheelbase tipper, £225.
1954 MORRIS-COMMER short-wheelbase tipper, Diesel engine and overdrive, £225.
1950 MORRIS-COMMER long-wheelbase drop-side lorry, Diesel, £200.
ALL "C" licence owner and in excellent condition.

ERRINGTON, Evington, Leicester. Phone 38102-3. 784-374

Unclassified Wanted

W. JONES (MANCHESTER), LTD., 5 Marsden Court, Manchester, 4.

WANTED, commercial vehicles, all classes, 20 short-wheelbase tippers and 20 long-wheelbase tippers cash. Phone, Manchester, Blackfriars 60157, between 10 a.m. and 4 p.m.; after hours, Wigan 3035 or Haigh (Wigan) 049. 784-740

WANTED urgent, all types of petrol and Diesel commercial vehicles, for dismantling for export.
BELGRAVE AUTOS, Belgrave Walk, Mitcham, Surrey. Phone, Mit 7691. 784-758

WANTED, 24-ft. platform 4-wheel vehicle; must have oil engine.
RING Blackburn 49158; after 6 p.m., 7272. 784-6766

WANTED to purchase very urgently, four 8-wheelers, five 6-wheelers and four 4-wheelers, Diesel-engined lorries; also several tippers; also six Albions, Seddons or similar Diesel-engined flats and tippers; also Bedford 30-cwt. 7-ton, 1940-57. Also damaged late-model lorries suitable for rebuilding.

WILDE AND BENNETT, LTD.

HADFIELD MANCHESTER.

Phone, Glossop 2902-3.

AFTER HOURS, 356. 784-209

Used Goods Vehicles (contd.)

SECOND-HAND 8-type BEDFORD-SCAMMELL. petrol, not earlier than 1955. Phone or write.
J. G. RYAN (MOTORS), LTD., Carlyle Rd., E.12, Ilford 0714. 784-355

WANTED, late-model Albion, Atkinson, E.R.F., Foden, Seddon, etc., 4-, 6- and 8-wheelers, flats or tippers; also petrol-engined vans, trucks and tippers, 30-cwt.-7 tons, Bedford preferred. Cash on sight. Distance no object.
O. T. JACKSON MOTORS, LTD., 855 New Wolverhampton Rd., Langley, near Birmingham. Phone, Broadwell 2871. 784-429

SPECIAL A-LICENCE VEHICLES

NEWPORT MOTOR SERVICES. East Usk Rd., Newport, Mon. Phone 59441-2.
SPECIAL A licences, South Wales Area.

SEDDON distributors for Monmouthshire. 784-105

1957 COMMER 7-ton TS3 short-wheelbase tipper with special A licence 4 tons 15 cwt., East Midland Traffic Area, £2,500. Hamblins Garage, Rectory Rd., Rushden 3211. 784-112

1957 COMMER, fitted Boyce 6-wheeler extension, 22-ft. drop-side body, with special A licence West Midland Area.
BEECH'S GARAGE (HANLEY), LTD., Hope St., Hanley, Stoke-on-Trent 25249 and 25240. 784-113

TRAILERS, special A licences for sale East Midlands and Metropolitan areas.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 784-76

PETERBOROUGH ENGINEERING CO.

- 1952** ALBION 8-wheel platform, 8-tons, East Midland, £3,500.
1946 E.R.F., 18-ft. drop-side, 4 tons 19 cwt., Eastern, £2,050.
1954 DODGE, P6, 2 tons 17 cwt., Eastern, £1,550.

44 EYE ROAD.

PETERBOROUGH.

Phone 6161. 784-31

1948 E.R.F. C14 with special A licence, 4 tons 14 cwt. 3 qr., North Western Area. Hoyle, Coal Hey Garage, Haslingden. Rossendale 272. 784-165

HACKETTS HAULAGE, LTD.,

OFFER THE FOLLOWING
VEHICLES WITH SA L ICENCES:—

- 1955** 6-7 ATKINSON 8-wheel, South Western area.
1949 ALBION 6-wheel, North Western, Eastern and South Western areas.
1955 FORD artic., Metropolitan or Midland area.
1957 B.M.C. artic., Metropolitan, North Western or South Western areas.
1957 B.M.C. 4-wheeler, Metropolitan, South Western and North Western Areas.
TERMS and exchanges.

158 CROSS LANE,

SALFORD, 5.

Phone, Pendleton 5333. 784-174

1951 ALBION Chaffin, 3 tons 14 cwt. unladen weight special A licence Yorks, £1,500. Jack Robinson (Leeds), Ltd., 136 Jack Lane, Leeds, 10. Phone 72768. 785-6799

FOR sale, GUY Otter, 1951, special A licence, Metropolitan Area, 3 tons. Phone, Harthill, Lancashire 360. 784-448

Special A-licence Vehicles Wanted

SPECIAL A licences required, any area. Cash settlement. 5, Hughes (Commercial), Ltd., Lodge Garage, Whitehall Rd., West., Gomersal, near Leeds. 784-762

SPECIAL A licences required, with or without vehicles. 8-wheelers, West Midland traffic area. John Hunter and Sons (Transport), Ltd., Walsall Rd., Tame, Brice, Wednesbury. Stone Cross 2721. 785-6728

WANTED two special A licences, Metropolitan area, unladen weight 3 tons, artic. licence preferred. Box CM831, care of "The Commercial Motor." 787-6769

WANTED to purchase special A licences and vehicles, any weight, in any part of the country.
WANTED, articulated vehicles with special A licences, will pay very good prices.

WILDE AND BENNETT, LTD.,

HADFIELD, MANCHESTER.

Phone, Glossop 2902-3.

AFTER HOURS, 356. 784-208

WANTED, articulated units with special A licences for all areas. Woodcock's Transport (Chorley), Ltd., Cross Lane, Salford, 5. Phone, Pendleton 5333. 784-172

YORKSHIRE special A licence required, 3 tons 10 cwt. upwards. Central Garage, Burnley Rd., South Elmsall, Yorks. Phone, E'msall 276-7-8. 784-155

WANTED, special A licences, with or without vehicles, Metropolitan Area.
PERCY D. SLEEMAN, LTD., 38 Uxbridge Rd., Ealing, W.5. Ealing 7967. 784-323

NEW GOODS VEHICLES

ALBION

ALBION AND LEYLAND

NEW COMMERCIAL AND PASSENGER VEHICLES

AVAILABLE FOR EARLY DELIVERY.

ATTRACTIVE TERMS AND EXCHANGES.
WE WELCOME YOUR INQUIRIES, WHICH WILL
RECEIVE OUR PROMPT ATTENTION.
COMPREHENSIVE SPARES AND SERVICE
FACILITIES.

LONG-DISTANCE OPERATORS SPECIALLY
CATERED FOR.

MILLBURN MOTORS, LTD.,

GLASGOW. CARETLE. PRESTON.
Phone: Bell 0073-6. Carlisle 25422. Longion 3255
784-747

SPARSHATTS.

EARLY DELIVERIES OF THE

NEW

5-TON C

AND

7-TON C

CHIEFTAIN.

PART-EXCHANGES AND DEFERRED TERMS.

TRADE INQUIRIES INVITED.

Authorized Sales and Service Depots and Agents for
the County of Sussex.

SPARSHATTS.

BOGNOR ROAD, CHICHESTER.

Phone, Chichester 4154.

SPARSHATTS.

BELLENDAEN ROAD, PECKHAM, S.E.15.

Phone, New Cross 2939. 784-705

AUSTIN

THE CAR MART, LTD.,

AUSTIN COMMERCIALS.

WELSH HARP, EDGWARE ROAD, N.W.9

HENDON 6500.

And at Euston 1212; Streatham 0054; Ealing 6600;

Hither Green 6111. 784-738

J. GIBBS, LTD.,

AUSTIN DISTRIBUTORS

AND

MAIN PARTS STOCKISTS.

ENGINEERS AND BODYBUILDERS.

Comprehensive range of Austin Commercial vehicles in
stock.

LONGBRIDGE HOUSE,

BEDFORD, FELTHAM, MIDDLESEX.

Feltham 6644 (five lines).

784-979

C. G. NORMAN (COMMERCIAL), LTD.,

Official AUSTIN Commercial Vehicle Distributors.

SPECIFICATIONS FOR ALL TYPES OF BODIES

SUBMITTED.

50 VAUXHALL BRIDGE ROAD,

LONDON, S.W.1.

Victoria 2211. 784-0862

F. J. KEEN AND SON, LTD.,

AUSTIN DEALERS AND COACHBUILDERS.

EARLY delivery all models. A35 vans from stock.

QUEEN'S CIRCUS,

BATTERSEA, S.W.8.

Macaulay 3373. 784-361

WEYBRIDGE AUTOMOBILES DISTRIBUTORS,

LTD.,

QUEEN'S ROAD, WEYBRIDGE.

Weybridge 2233.

NEW AUSTIN 3-ton forward-control drop-side truck,
fitted with 3,993 c.c. petrol engine. 784-416

BEDFORD

ASK your agents for details of the new Boys third axle
for the new big BEDFORD 7-ton. 784-787

New Goods Vehicles (contd.)

HAMILTON MOTORS (LONDON), LTD.
466-490 EDGWARE ROAD,
LONDON, W.2.

FAVOURABLE delivery can now be quoted on many models of BEDFORDS, including—
NEW BEDFORD 5-ton long-wheelbase, petrol.
NEW BEDFORD 7-ton long-wheelbase, petrol.
NEW BEDFORD 5-ton short-wheelbase tipper.
NEW BEDFORD 30-cwt van.
NEW BEDFORD 10-12-cwt. gown van.
NEW BEDFORD 7-ton long-wheelbase truck, Diesel.

HAMILTON MOTORS (LONDON), LTD.
466-490 EDGWARE ROAD,
LONDON, W.2.
Phone, Paddington 0022 (12 lines). zzz-624

PARSONS AND PARSONS (GARAGES), LTD.
SEE AND TRY THE NEW BEDFORD
COMMERCIALS.

NEW BEDFORD 5-ton long-wheelbase chassis-cab, 300 in. Diesel, long bumper, 3PW, £1,361 6s. 9d.
NEW BEDFORD 8-ton T/U. 300 in. Diesel, 2-speed, 700 by 20 10-ply, 3PW Scammell, £1,537 6s. 1d.
NEW BEDFORD 7-ton short-wheelbase 300-in. Diesel heavy-duty tipper, steel body, 2-speed, 6 cu. yd., 900 by 20 12-ply tyres, £1,978 0s. 7d.

SALES STAFF ON DUTY SATURDAYS AND SUNDAYS.
IMMEDIATE INSURANCE AND HIRE-PURCHASE FACILITIES.
PART-EXCHANGE AND PROMPT AFTER-SALES SERVICE.

HARLOW, ESSEX.
PHONE, POTTER STREET 121-2-4. 784-58

K.J. MOTORS, LTD.
BEDFORD OFFICIAL MAIN DEALERS.

NEW BEDFORD, immediate delivery.
WIDMORE RD., Bromley, Kent. Ravensbourne 3456.
784-280

COMPREHENSIVE **R**ANGE OF **M**ODELS
AAVAILABLE
FROM 10 CWT. TO 10 TONS.
ALSO

THE following vehicles are offered with demonstration mileage only—
6-TON long-wheelbase normal-control drop-side truck with 300-cu-in. Diesel engine, Model D6LD1.
8-TON normal-control tractor chassis-cab with 300-cu-in. Diesel engine and Scammell coupling, Model D14A1.
8-TON forward-control tractor, chassis-cab with Diesel 300-cu-in. engine and Vauxhall Motors 2-speed axle and Scammell coupling.

ARLINGTON MOTOR CO., LTD.

MAIN DEALERS—

HIGH ROAD, PONDER'S END, MIDDX.

Phone, Howard 1266.

CORNARD ROAD, SUDBURY, SUFFOLK.

Phone, Sudbury 2301.

RETAIL DEALERS—

DUMBALLS ROAD, CARDIFF, GLAMORGAN.

Phone, Cardiff 30641.

THE LEADING COMMERCIAL AND PASSENGER

VEHICLE SPECIALISTS.

INQUIRIES WELCOMED.

BODYBUILDERS.

PROMPT ATTENTION.

ARLINGTON MOTOR CO., LTD.

HIGH ROAD, PONDER'S END, MIDDX.

Phone, Howard 1266. 784-364

CROYDON AUTOMOBILE CO. LTD., BEDFORD

Main Dealers, 50,000 sq. ft. devoted exclusively to new-used Bedford Sales Service.

CROYDON AUTOMOBILE CO., LTD., 352-400 London

Rd., Croydon Tho 3686.

B.M.C.

HAVE you seen the B.M.C./Boys 10-ton 6-wheeler?

Ask your agent for details. zzz-788

EAST GREENWICH GARAGE, LTD., Trafalgar Rd.,

S.E.10 Gre 4776-7. Early delivery all models

including the new 7-ton 784-348

COMMER

BOYS third axles are available for COMMER 7-ton

trucks. Ask your agent. zzz-789

New Goods Vehicles (contd.)

REGAL GARAGE (OLD KENT ROAD), LTD.
ROOTES GROUP AREA DEALERS.
SALES, SERVICE, SPARES.

Immediate or early delivery on all COMMERS from 8 cwt. to 10 tons, with petrol or Diesel engines. The largest stockists of Rootes Group spares in South London.

814 OLD KENT ROAD, S.E.15.
NEW CROSS 4966. zzz-674

COMMER 7-ton TS3 tipper, complete with Telehoist Teletever latest-type gear and Telehoist 7-cu.-yd. drop-side all-steel body, 11-ft. 6-in. by 7-ft. by 2-ft. 6-in. sides, 900 by 20 Firestone tyres, helper springs, air-hydraulic brakes, front towing loops, overdrive, steel cab guard. The above vehicle is our demonstration model and is not registered, genuine mileage only 575 (guaranteed), cost new £2,400, will accept £2,100 with manufacturer's full 12 months' guarantee.
F. N. MORGAN AND CO. LTD., Chepstow Rd., Newport, Mon. Phone, Newport 58411. 784-238

EXPAND WITH **C**OMMERS
AND
SAVE **M**ONEY
BY DEALING WITH
HAMBLINS GARAGE,
THE LEADING COMMER PEOPLE.

IMMEDIATE DELIVERY.

NEW **C**OMMER
7-TON TS3 MEDIUM-WHEELBASE TIPPER.
THE IDEAL TIPPER FOR EVERY JOB.
Extension s/sides for coal and coke, etc., optional extra. Amazing engine life. Approximately 20 m.p.g.

NEW **C**OMMER
7-TON SHORT-WHEELBASE STANDARD TIPPER.
TOP ALLOWANCE FOR YOUR OLD VEHICLE.
EASY HIRE AND RENTAL SCHEME AVAILABLE IF REQUIRED.

HAMBLINS GARAGE,
RECTORY ROAD,
RUSHDEN 3211. 784-111

S.W.7. BREW BROS., LTD., 133 Old Brompton Rd., for early delivery of all models; Cab van in stock. Fre 3333. 784-245

DENNIS

LAWLER **M**OTORS, **L**T.D.,
OFFICIAL DENNIS AGENTS.
NEW VEHICLES—REPAIRS—SPARES.
BODYBUILDING—PAINTING.

FFINCH STREET.

DEPTFORD, S.E.8.
Phone, Tideway 4441-2-3. 784-978

DODGE

BOYS third axle for the new **DODGE** 3144 by 3145 tipper and flat. Ask your agent. zzz-999

COTTEE AND EDWARDS (1939), LTD., Castle Boulevard, Nottingham. Phone 52213. Distributors for Nottinghamshire. Full range of spares available. Service and Sales. zzz-880

L. A. MITCHELL (MOTORS), LTD.

DODGE DISTRIBUTORS,
PERKINS SIGNHOLDERS.

NEW **DODGE** tippers, 103BP6, 144R6, from stock; list price.

EARLY delivery of all petrol and Diesel models, from 2-12 tons.

EXCELLENT service; £20,000 spares in stock; part-exchange, hire-purchase.

IT'S **DODGE—MITCHELL'S** your man!

1 BALHAM HIGH RD., S.W.12. Phone, Bal 2214. 784-99

G O F O R W A R D W I T H D O D G E .

EARLY delivery all models. East Greenwich Garage, Ltd., Trafalgar Rd., S.E.10. Gre 4776-7. 784-345

COKE and coal carrier, new **DODGE** 8-ton Model 246Y converted to double-drive 6-wheeler with specially strengthened chassis and 6-in. by 3-in. steel-channel sub-frame, fitted with Edbro SAT tipping gear and light-alloy tipping body 20 ft. by 8 ft. by 6 ft. high, constructed for the carriage of coal and coke. For further details please write or telephone: **J. H. Sparshatt and Sons** (Southampton), Ltd., Redbridge, Southampton. Phone Totton 2258. 785-6787

NEW **DODGE** long-wheelbase and short-wheelbase trucks, petrol or Diesel, normal or forward control. For early delivery.

COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 784-254

November 7, 1958—THE COMMERCIAL MOTOR 83
(Supplement)

New Goods Vehicles (contd.)

E.R.F.

NEW vehicles, ex stock.

4.4 (G), fitted 20-ft. wood drop-side body.

6.8 (G) 8-wheeled chassis-cab

SELLERS AND BATTY (SALES), LTD., Fenstanton Peterborough (phone 4048); distributors for Northants, Hunts, Cambs and Suffolk. Early delivery all models. Part-exchanges and terms; spares and service. zzz-623

FODEN

COTTEE AND EDWARDS (1939), LTD., Castle Boulevard, Nottingham. Phone 52213. Distributors for Nottinghamshire. Full range of spares available. Service and Sales. zzz-879

BARNARD'S, of Stowmarket, FODEN sales and service throughout the Eastern Counties. Part-exchanges welcomed on any model. Phone, Stowmarket 621 (five lines). 784-655

FORD THAMES

NOW available, the Boys third axle for the Thames Trader, all models, tippers and flats. Ask your agent. zzz-1000

F. H. PEACOCK, LTD.

MAIN FORD DEALERS

AND COACHBUILDERS.

EARLY DELIVERY OF ALL VEHICLES.

SALES, SERVICE AND INSURANCE.

219-221 BALHAM HIGH ROAD, S.W.17.

Balham 1271 (10 lines). zzz-757

FOR YOUR COMMERCIAL VEHICLE REQUIREMENTS.

DAGENHAM **M**OTORS, **L**T.D.

COMMERCIAL VEHICLE SALES.

ALPERTON—PER 3388.

CATFORD—HIT 6161.

WOOLWICH—WOO 7771.

NORWOOD—GYF 7671.

BAYSWATER—PARK 1211.

WEST END—HYD 4070.

ELTHAM—FLT 0131. zzz-6015

ADLARDS **M**OTORS, **L**T.D.

MAIN FORD DEALERS.

Brixton 6431 (six lines).

43-45 ACRE LANE, BRIXTON, S.W.2.

Offer immediate or early delivery of the magnificent NEW THAMES TRADER VEHICLES.
Powered with the 4- or 6-cylinder Diesel and petrol engines.

WRITE, PHONE OR CALL FOR PARTICULARS. zzz-788

HUBERT **D**EES, **L**T.D.

FORD MAIN DEALERS.

BRIGHTON ROAD, CROYDON.

Cro 6011.

SIDCUP BY-PASS, KENT.

Footscray 5676.

IMMEDIATE or early delivery of the complete range of Thames, petrol or Diesel commercial vehicles.
DEMONSTRATIONS and part-exchanges arranged. Consult us about your requirements for special bodies, and attractive hire-purchase terms. zzz-791

RICHARDSON FOR **F**ORD.

TRY US FIRST, FULL RANGE AVAILABLE.

TERMS. PART-EXCHANGES. DEMONSTRATIONS.

RICHARDSON'S.

WOLSELEY ROAD.

RUGELEY STAFFS.

Rugeley 759. 784-127

NEW **L**OW **H**IRE-PURCHASE **T**ERMS.

W. J. BROWN for the new Thames Traders. 339

Finchley Rd., N.W.3. Ham 2284. 784-340

FRANK **G.** **G**ATES, **L**T.D.

MAIN FORD DEALERS.

GATES CORNER, E.18.

Wan 6673.

THE full range of Thames and Trader commercials, always available. Quotations and demonstrations of standard FORD vehicles and special applications willingly given on request. Specialized service given at our "Commercials only" depot. Chigwell Rd., Woodford 784-462

441

New Goods Vehicles (contd.)

W. HAROLD PERRY, L. TD.,
MAIN FORD DEALERS,
FINCHLEY.

OFFER immediate delivery of all new THAMES commercial vehicles.
3-TON S.F.C. THAMES 157-in. wheelbase 4-cylinder Diesel truck.
4-TON Trader 138-in.-wheelbase 4-cylinder Diesel truck.
5-TON Trader 108-in.-wheelbase with Invicta 5-cu.-yd. wooden body, metal floor, drop sides.
7-TON Trader tipper, drop-side body with Anthony gear.
7-TON Trader 150-in.-wheelbase 6-cylinder Diesel double-drop-sided truck.
SPECIALISTS in all types of bodywork.

H.P. Facilities available.
279 BALLARDS LANE, North Finchley.

HILLSIDE 8888.

784-233

ONE only, 4-ton 4D Trader, 152-in. wheelbase chassis fitted with special 950-cu.-ft. Luton van, roller rear door, 3-seat cab, flashing indicators, immediate delivery in primer. John Hogarth (Motors), Ltd., Ardrossan, Phone 168. 784-x2605

GUY

K. AND B. MOTORS, distributors for GUY vehicles in North-eastern England. Early delivery on most models of Guy 4-, 6- and 8-wheelers. Part-exchange welcome. Fuel pumps and injector service for all makes.

K. AND B. MOTORS, Benwell Lane, Newcastle. Phone 25723 (four lines). 222-7220

NORTH CHESHIRE MOTORS, LTD., Wootton. Phone, Warrington 3277. Service, spares and sales. 222-902

JEEP

1958 WILLYS JEEP direct from U.S.A. available in U.K.; larger, more comfortable, powerful. Supplied to order. Sole appointed British Concessionaires, Steele Griffiths, Ltd., London, S.E.5. Rodney 2201-6. 222-605

LAND-ROVER

NEW LAND ROVER Series II, 88-in. wheelbase, petrol, fairly early delivery, £650 ex works.
NEW LAND ROVER Series II, 88-in. wheelbase, Diesel, fairly early delivery, £740 ex works.
NEW LAND ROVER Series II, 109-in. wheelbase, petrol, fairly early delivery, £730 ex works.
NEW LAND ROVER Series II, 109-in. wheelbase, Diesel, fairly early delivery, £820 ex works.
COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 784-255

SEARLE, LTD., offer new models from stock. Part-exchange welcomed. Thames St. Sunbury 3074. 784-418

LEYLAND

BOYS third axles for all Comets and Beavers. Ask your agent. 222-739

New Goods Vehicles (contd.)

J. H. SPARSHATT AND SONS
(SOUTHAMPTON), L. TD.,

THE CAUSEWAY,
REDBRIDGE,
SOUTHAMPTON.
Phone, Totton 2258. 222-923

ARLINGTON MOTOR CO., L. TD.

IMMEDIATE delivery.

NEW Beaver chassis and cab.

NEW Comet ECOS 2/2R with Anthony tipping gear and body.

HIGH ROAD, PONDER'S END, ENFIELD, MIDD.

Phone, Howard 1266.

ALSO AT

25-27 VAUXHALL BRIDGE ROAD, S.W.1.
Victoria 6033.

CORNARD ROAD, SUDBURY, SUFFOLK.

Phone, Sudbury 2301.

DUMBALLS ROAD, CARDIFF.

Phone 30641. 784-366

NEW LEYLAND Comet forward-control Model ECOS2/1R chassis-cab, fitted with Eaton/Hendrickson RS.320 trailing-axle conversion to 6-wheeler, incorporating steel chassis-strengthening plates, etc. For further details please write or telephone. J. H. Sparshatt and Sons (Southampton), Ltd., Redbridge, Southampton. Phone, Totton 2258. 785-6786

MORRIS

WRAY PARK GARAGES, immediate delivery JB and J2 vans; choice of several used vehicles. Reigate 2263. 784-432

DELIVERY from stock, new MORRIS-COMMERCIAL 5-ton forward-control Diesel long-wheelbase chassis-cab. Lyne, Frank and Wagstaff, Ltd. Mou 4401. 784-430

SEDDON

THE SEDDON Mk. 14 with Boys third axle gives you 12-ton payload and 24-ft. body. Ask your agent. 222-794

BRENTWOOD ENGINEERING CO., LTD., Essex distributors, Brook St., Brentwood, Essex. Phone 3320. 222-772

HALLS (FINCHLEY), LTD.

886-902 HIGH ROAD,
NORTH FINCHLEY, N.12.

THE SEDDON distributors for London and Home Counties. Full range of new Seddons, including load carriers and tractor units with Perkins engines for payloads 1-12 tons. Also models with Gardner engines for gross weight operations up to 24 tons. Hire-purchase, part-exchange. Write or phone for brochure of full-range to—

HALLS (FINCHLEY), LTD. Phone, Hillside 1044-9. 222-836

New Goods Vehicles (contd.)

WEYBRIDGE AUTOMOBILE, L. TD.
QUEEN'S ROAD, WEYBRIDGE.
Weybridge 2233.

IMMEDIATE delivery new 7-ton Mk. XV SEDDON 17-ft. flat-platform truck, fitted a Perkins P6 engine, price £2,159 5s. 784-415

COTTEE AND EDWARDS (61939), LTD., Castle Boulevard Nottingham. Phone 52213. Distributors for Nottinghamshire. Full range of spares Service and sales. 222-881

SENTINEL

NORTH CHESHIRE MOTORS, LTD., Wootton. Phone, Warrington 3277. Service, spares and sales. 222-901

VOLKSWAGEN

EUROPEAN CARS, LTD., distributors for London and Western districts. Early delivery van, pick-up, Microbus, Kombi and ambulance. 129-131 Bromley Rd. S.W.7. Fremantle 7722. 222-829

FOR your VOLKSWAGEN—see the VW Centre at Ripley, distributors of all Volkswagen vehicles. The first in the U.K. to specialize exclusively in the sales and service of Volkswagens. A full range of spare parts always available. Colborne Garage, Ltd., "The Volkswagen Centre," Ripley, Surrey. Phone, Ripley 2361. 222-801

UNCLASSIFIED

THE new Boys third axle is available for all makes. Ask your agent or apply to Henry Boys and Sons, Ltd., Oxford St., Walsall. Phone, Walsall 2181. 222-795

COX'S MOTORS (HILL TOP), L. TD.

FOR NEW

LEYLAND.

MORRIS-COMMERCIAL.

ALBION.

B.M.C.

All types of bodies built to your requirements.

Part-exchanges and terms arranged.

COX'S MOTORS (HILL TOP), L. TD.

127 HILL TOP, WEST BROMWICH.

Phone, Wednesbury 0470 and 1047. 784-378

STEELE GRIFFITHS AND CO., LTD., 295 Camberwell New Rd., S.E.5. Phone, Rodney 2201-6. All makes of commercial vehicles supplied. 222-606

PASSENGER VEHICLES FOR SALE AND WANTED

USED PASSENGER VEHICLES

A.E.C.

DEACON'S GARAGE, Dorchester, Oxon. Phone, Clifton Hampden 217.

SIX A.E.C. double-deck buses, 56-seaters, Metro-Cam. 3 bodies, certificates of fitness to 1960, first registered 1946, the lot to clear. £1,650. 784-141

NINE A.E.C. double-deck buses, £100 each. Autorex (Liverpool), Ltd., Holmes Lane, Liverpool, 21. Waterloo 2321. 784-182

A.E.C. 1951 Mk. III, 9.6 preselector, 37-seater, Bournemouth Seagull, green interior, relined brakes, good tyres, radio, heater, certificate of fitness 1961, £1,400. 784-141

A.E.C. 7.7-engined Maudslayi, 1951, 37-seater Gurney Nutting body, relined brakes, good tyres, heater, certificate of fitness 1961, choice of two, £1,150 each. 784-388

THE above three coaches are all 30 ft. long, painted to choice. H.P. can be arranged.

FURTHER particulars from Alpha Coaches, 35 Clarendon Rd., London, N.15. Stamford Hill 9960. 784-388

A.E.C. 1950 Mark III 9.6, full-fronted 33-seater luxury coach, radio and heater, certificate of fitness 1960, £750. 117 Chudleigh Rd., Crumpsall, Manchester. Phone, Che 5982. 784-x2615

AUSTIN

AUSTIN Minibus, October, 1957, 7,500, privately used, £500. 28 Barrowby Rd., Grantham. 784-x2639

16-SEATER AUSTIN full-luxury coach, 1952, Kenex body, new engine, relined brakes, good tyres, radio, certificate of fitness 1961. Handy Coaches, Unwin Rd., Sutton-in-Ashfield. Phone 608. 784-x2607

29-32-SEATER AUSTIN coaches fitted with Plaxton bodies, ready for immediate service, choice of three all with certificates of fitness.

GARNER COACHES, LTD., 37 South Ealing Rd., London, W.5. Ealing 9046. 784-406

BEDFORD

1947 BEDFORD Vista 29-seater, certificate of fitness 1959, reasonable. Kirk's Motors, Longdats Rd., Lincoln. 785-x2276

1954 BEDFORD R6 36-seater Duple or Burlingham, Wood £2,000. Would consider exchange with Bedford petrol 36-41-seater. Ruislip 5672. 784-93

A48

Used Passenger Vehicles (contd.)

1957 BEDFORD 41 Yeates Riviera luxury coach, upholstered red moquette, good condition, £2,750 or near offer; choice of two. Whippet Coaches, Hilton, Huntingdon. Papworth St. Agnes 25. 784-x2379

1938 BEDFORD Duple 26-seater, certificate of fitness September 1959, taxed, clean and sound throughout, £1,25. Lazzell, Ewhurst, Surrey. 784-x2402

BARGAIN 1952 BEDFORD Vega 37-seater, Gurney Nutting body, £1,100, certificate of fitness 1962, interior requires attention, but ideal for small operator. Supreme Coaches, Ltd., 41 London Rd., Hadleigh, Essex. 785-xA2600

1947 BEDFORD Vista, 29-seater, certificate of fitness August 1959, £95. W. H. Patch, Cream Bus Service, Stamford, Lincs. 784-x2602

£495 Only. 1950 BEDFORD 29-seater luxury coach, high-back seats, etc., clean and good, certificate of fitness 1960.

TERMS AND EXCHANGES.

WILDE AND BENNETT, L. TD.

HADFIELD, MANCHESTER.

PHONE, GLOSSOP 2902-3.

AFTER HOURS, 356. 784-207

1956 BEDFORD Utility, 12-seater, exceptionally good condition throughout. £435. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0946-8. 784-446

1953 BEDFORD 39-seater Duple, glass quarters, certificate 1963. Thomas Motor Tours, Ltd., Newark 550. 786-x2611

NOVEMBER, 1951, BEDFORD Duple Vega, 33 seats, driver-operated doors, heater, very good condition, certificate of fitness 1961, £1,250. Phone, Waterloo 4207. 784-x2610

1957, April, BEDFORD 41-seater Duple, beautiful condition, £2,750. Box CM8417, care of "The Commercial Motor." 784-390

1954 BEDFORD, Duple, luxury coach, 38-seater, immaculate condition, £1,750. Wilson's Luxury Coaches, Ovingham-on-Tyne. 785-x2612

Used Passenger Vehicles (contd.)

V. COLEMAN.

166 MAIN ROAD,

SUNDRIDGE, KENT.

Brasted 291.

1951 BEDFORD Vega 33-seater Duple, courier seat, one owner, choice of two, certificates of fitness 1961.

1950 BEDFORD Vista, 29-seater Duple, reconditioned engine, one owner, certificate of fitness 1960.

1949 BEDFORD Vistas, 29-seater Duples, one owner, choice of two, certificates of fitness 1959.

1947 BEDFORD Duple Vistas, 29-seaters, certificates of fitness 1961, choice of four from £250. 784-398

COMMER

1957 COMMER Rooter Diesel 41-seater Duple luxury coaches, overdrive, heaters, certificates of fitness 1964, painted and lettered to your instructions, £3,200. Don Everall, Ltd. Wolverhampton 23212. 784-159

BARGAIN, 1949 COMMER Commando 29-seater, All-B weather body, in good running order, certificate of fitness March, 1960, £215. Supreme Coaches Ltd., 41 London Rd., Hadleigh, Essex. 785-xB2600

1948 COMMER Commando 33-seater coach, certificate of fitness to July, 1961.

1948 COMMER Commando 30-seater coach, certificate of fitness to October, 1960.

1946 COMMER Commando 30-seater coach, certificate of fitness to April, 1959.

THE above three coaches in good order and just finished season's work, will be sold in Hall and Palmer's auction sale at Hethel Airfield, Norfolk, on Tuesday, November 11. 784-xA2606

CROSSLEY

1948, November, CROSSLEY down-draught 35-seater Yeates, excellent condition, lift-up amber roof lights, new 4-year certificate of fitness, nearest £475. Wheldons Coaches, Castle Donington, Derby. 784-x2524

1949 CROSSLEY P.S.V. chassis, £185 o.n.o. Coaches and Components, Ltd., 469-475 Holloway Rd., London, N.7. Archway 2647. 784-236

Used Passenger

1949 FORD...
Hart...
o.n.o. H.P. at...
Northants. Ph...

1953 GUY...
luxury...
preslector...
Metalcraft sh...
new 1963, £2...
MASON'S...
Phone...
GUY Arab...
months as...
certificate of...
Garage, Stoke...

ONE 1956...
first-class...
Phone 207.

LEYLAND...
choice of two...
WILKINSO...

FIRST regis...
full-luxury...
of fitness 21...
full-luxury rec...
all as new, co...
etc. Johnson...
Northants. P...

FOUR LEY...
rex (Leyland...
Waterloo 232...

1949, M...
7...
fitness, choice...
COVENTRY...
Bedminster...

1954, O...
full-luxury...
1950, T...
co...
TV...
new 1963, £2...
1954, 1...
THE above...
be seen...
York Bros...

ONE dou...
body pe...
COMMER...
Phone...

1952 G...
certificate of...
LEYLAND...
all-metal...

1956 B...

1955 C...

1956 A...
CAMPING...
Crescent...

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

Used Passenger Vehicles (contd.)

FODEN

1949 FODEN 6LW Gardner, 33-seater, Bellhouse Hartwell luxury coach, heaters, radio, £500 o.n.o. H.P. arranged. Shelton, London Rd., Wollaton, Northants. Phone, Wollaton 310. 785-x2396

GUY

1953 GUY Arab 41-seater, Continental-type full-luxury coach, underfloor 6HLW Gardner engine, preselector air-operated gearbox, Westinghouse air brakes, Metalcraft show body, heater and radio, certificate of fitness 1963, £2,750.

MASON'S COACHWAYS, Walsall Rd., Darlaston, Phone, James Bridge 2647-8. 784-6729

GUY Arab, 1948, 33-seater Santos bus, rebuilt 12 months ago, whole vehicle in very good condition, certificate of fitness March, 1961, £250 o.n.o. Lyners, Garage, Stoke-on-Trent, Staffs. Phone, Tean 305. 785-x2616

LEYLAND

ONE 1956 LEYLAND PD2 low-bridge double-decker, first-class condition. Muirhall Garage, Salsburgh, Phone 207. 785-6727

LEYLAND PSI, 1949, Burlingham 33-seater body, certificate of fitness, perfect order and condition, choice of two, cheap to clear.

WILKINSON'S COACHES, Sedgfield, Phone 210. 785-6785

FIRST registered 29.12.49. LEYLAND PSI 33-seater full-luxury coach, Whitson body, full front, certificate of fitness 21.12.59, colours Portland grey and red, seats full-luxury red moquette, heaters, saloon and driver, tyres all as new, condition throughout super, £1,000. Exchanges, etc. Johnsons Motors, Washbrook Rd., Rushden, Northants. Phone, Rushden 3221. 784-109

FOUR LEYLAND double-deck buses, £100 each. Autopac (Liverpool), Ltd., Holmes Lane, Liverpool, 21, Waterloo 2321. 784-183

MAUDSLAY

1949 May, 33-seater Whitson body luxury coach, fitness, choice of three, £250 each.

COVENTRY AND JEFFES, LTD., Stafford St., Bedminster, Bristol, 3. Phone 6461 (four lines). 784-123

UNCLASSIFIED

1954 One Royal Tiger Duple, 37 de luxe seats, certified 1959, £2,800.

1950 Two LEYLAND PSI/1 Burlingham 33-seaters, certified 1960, £900 each.

1954 Two BEDFORD Yeates 36-seaters, certified 1963, £2,000 each.

THE above vehicles are in excellent condition and can be seen at our Northampton garage on request to York Bros., 5 Dergate. 784-6743

ONE double-deck bus 53-seater, 5-cylinder Gardner, body perfect £250.

COMMER Commando 1950 30-seater, very good £175, Phone, Glia 2622. 784-6774

1952 CROSSLEY, downdraught engine, 37-seater, full-front 37-seater body, radio and heater, certificate of fitness 1962.

LEYLAND TD5 low-bridge, certificate of fitness 1959, all-metal body, £100. Great Bentley 241. 784-x2382

1956 BEDFORD Plaxton 41-seater, £2,250.

1955 A.E.C. Reliance Plaxton 41-seater, £3,400.

1952 Gurney Nutting BEDFORD 38-seater, £1,350.

1956 A.E.C. Reliance Burlingham 41-seater, £3,800.

CAMPINGS LUXURY COACHES, LTD., 25 Park Crescent Terrace, Brighton 25493. 784-36

FAULKNER (TRANSPORT), LTD.

WALLINGTON.

FAREHAM, HANTS.

Phone, Fareham 4234-5.

1945-46 GUY Arab 56-seater double-deckers with Gardner 5LW engines, many with certificates of fitness, all in very good condition, choice of 15 from £225 each.

LEYLAND TS7 34-seater service buses, rebodied 1950, excellent condition throughout, choice of eight at £295 each.

ALSO several A.E.C., Bristol, Bedford, etc., suitable for workmen's buses. 787-6792

DON EVERALL, L. TD.

34 CLEVELAND ROAD,

WOLVERHAMPTON.

PASSENGER TRANSPORT SPECIALISTS.

NOW taking orders for 1959 BEDFORD 29-41-seater coaches, fitted petrol or Diesel engines.

1957 COMMER Rootes Diesel 41-seater Duple coaches, overdrive, heaters, etc., as new, painted to your instructions, certificate of fitness 1964, £3,200. Available January 1.

1952 DAIMLER Freeline 43-seater Metalcraft coach, heaters, etc., certified 1962, £2,000.

1951 August, BEDFORD petrol 34-seater Plaxton coach, certified 1961, £1,350.

1951 Royal Tiger 43-seater Metalcraft coach, certified 1961, £1,900.

1950 FODEN 6LW Gardner 33-seater Windowover coach, certificate of fitness 1960, £650.

1949 GUY Meadows Diesel engine, fitted with 1952 33-seater Yeates coach body, certified 1960, repainted, £1,100.

1949 MAUDSLAY 7.7 Diesel 33-seater Burlingham coach, fitted new seats, certified 1959, £600.

1948 A.E.C. Mark III, 9.6 Diesel engine, 33-seater Burlingham coach, certified 1960, £600.

50 Coaches and buses always in stock.

SEND for list giving full particulars, prices, etc.

HIRE.

33-SEATER half-cab Diesel coaches for hire on monthly terms.

PHONE, WOLVERHAMPTON 23212.

NIGHTS AND WEEK-ENDS, 32347 AND 22293.

DON EVERALL, L. TD.

Used Passenger Vehicles (contd.)

ARLINGTON MOTOR CO., LTD.

LONDON'S LEADING PASSENGER AND COMMERCIAL-VEHICLE SPECIALISTS.

HEAD OFFICE:—
HIGH ROAD, PONDER'S END, ENFIELD, MIDDLESEX.
HOWARD 1266, PBX.

OFFER IMMEDIATE DELIVERY OF

NEW BEDFORD petrol engine chassis mounted with Duple 41-seater coachwork, glass roof quarters and tubular racks, £500 worth of extras, including tables, finished red and grey. The coach exhibited at Earls Court on the Duple stand.

ALSO:—
EARLY delivery of new BEDFORD petrol engine chassis, 1959 model, Duple 41-seater Super Vega coaches, finished to instructions, demonstrations available.

NEW BEDFORD petrol-engine chassis, 1959 model, Plaxton 41-seater coachwork, early delivery, finished to instructions.

NEW A.E.C. Reliance 41-43-seater Duple Britannia coachwork, centre or front entrance, vacuum or air brakes, finished to instructions.

1958 COMMER TS3, 5-speed gearbox, air brakes, Duple 41-seater luxury coachwork, divided seats, heaters fitted, immaculate condition, finished cream and red, small mileage, certificate of fitness 1965.

1955 Duple 40-seater service bus, 8 ft. wide, parcel racks, upholstered in red, finished maroon and grey, certificate of fitness 1963.

1954 BEDFORD petrol-engined 36-seater Yeates Riviera, tubular parcel racks, heater fitted, finished blue and cream, certificate of fitness October, 1963.

1953 COMMER Avenor 35-seater, All-weather coachwork full front, glass roof quarters, heater fitted, partition behind driver, finished cream, certificate of fitness 1963, choice of two.

1953 BEDFORD, 37-seater, Yeates Riviera coachwork, upholstered in red, finished red and cream, certificate of fitness 1963, choice of two.

1952 BEDFORD Duple 33-seater Super Vega, seats fitted, 7 ft. 6 in. wide, finished orange and cream, certificate of fitness 1963.

1951-2 A.E.C. Mark IV, mounted with 39-seater full-front Burlingham coachwork, heater fitted, central entrance, autumn tint moquette, immaculate condition, certificates of fitness 1961-2, choice of four, one cream and green, three red and cream.

1951 COMMER Avenor 31-seater, full-luxury Harrington coachwork, dorsal fin, autumn tint moquette, finished grey and maroon, certificate of fitness 1960, exceptional condition, choice of two.

1949 BEDFORD, fitted with Perkins P6 oil engine, 29-seater, coachwork by King and Taylor, partition behind driver, finished red and cream, new certificate of fitness 1961.

1947 A.E.C. Regal 7.7 engine, 35-seater Duple coachwork, certificate of fitness 1960.

CHOICE of seven 1947-8 BEDFORD 29-seater coaches, complete with certificates of fitness to 1961, finished green.

1939 LEYLAND TS8 oil engine, mounted with 1948 Duple 33-seater coachwork, full-front conversion, full luxury seating, good tyres, new certificate of fitness being obtained, finished green.

PART-EXCHANGE AND HIRE-PURCHASE.

ARRANGED BY OUR DEPOT AT:—

LONDON.

25-27 VAUXHALL BRIDGE ROAD, VICTORIA, S.W.1.
Vic 6033.

CARDIFF.

DUMBALLS ROAD, CARDIFF.

Phone, Cardiff 30641.

SUDBURY, SUFFOLK.

CORNARD ROAD, SUDBURY, SUFFOLK.

Phone, Sudbury 2301. 784-201

COACHES AND COMPONENTS, LTD.

409-475 HOLLOWAY ROAD, LONDON, N.7.

Phone, Archway 2647 (five lines).

1955 March, BEDFORD 38-seater Diesel-engined Super Vega, red moquette, exterior dark green-grey, clock, radio, heaters, glass roof quarters, certificate of fitness 1960.

1952 BEDFORD 35-seater Gurney Nutting body, certificate of fitness 1962.

1951 BEDFORD 29-seater Vistas, certificates of fitness 1960-61, choice of four.

1950 BEDFORD 29-seater Vistas, certificate of fitness 1959-60, choice of three.

1950 MAUDSLAY, A.E.C. 7.7 engine, 33-seater Duple, sliding roof, Clayton heater, new tyres all round, red moquette, exterior red, maroon, white, certificate of fitness to December, 1959.

1950 July, GUY Viceroy, 29-seater Thurgood body, blue moquette, exterior blue, certificate of fitness to 1959.

1949 May, CROSSLEY, 33-seater Duple body, red-fawn moquette, exterior red-cream, certificate of fitness to May, 1959.

1949 June, CROSSLEY 33-seater Whitson coach, red moquette, maroon-cream exterior, clock, heater, top sliding windows, sliding roof, certificate of fitness to July, 1959.

1949 June, AUSTIN 29-seater Whitson, autumn tinge moquette, exterior blue-cream, high-back seats, radio, certificate of fitness May, 1959.

1949 MAUDSLAY 33-seater Gurney Nutting, certificate of fitness 1959, choice of two.

1948 FODEN 33-seater luxury coaches, choice of two.

1948 May, DENNIS Lancer III, 33-seater Duple luxury, sliding roof, high-back seats, red-fawn moquette, exterior cream-blue, heater, certificate of fitness May, 1959.

1947-8 PSI 33-seater Harrington, certificate of fitness 1961-2, choice of eight.

1947 November, MAUDSLAY Mark II, fitted with A.E.C. 7.7 Diesel engine, 35-seater Duple, red moquette, exterior red-cream, clock, heater, sliding roof, certificate of fitness December, 1961. 784-237

Used Passenger Vehicles (contd.)

F.C.S., LTD.

SUPER COACHES
COACHES FOR THE SMALL OPERATOR.
SPECIAL H.P. TERMS.
PART-EXCHANGES.

1955 BEDFORD 40-seater Duple saloon, fitted Perkins Diesel engine unit, in really excellent condition, certificate of fitness 1960, price £1,750.

1951-52 A.E.C. fully fronted Beadle, choice of seven, 39-seater coaches, in immaculate body and chassis condition, certificates of fitness 1961-62, price £900-£950 each.

LEYLAND super coaches, choice of 20, fitted 1949-50 Harrington 35-32 seater full-luxury bodies, deep-cushion, high-backed, full-luxury leather and moquette seating, large Continental rear luggage boot, front entrance sliding door, etc., in immaculate mechanical and body condition, certificate of fitness 1959-60, to see in to buy price £350-595 each.

1947 BEDFORD 29-seater Duple-bodied full-luxury coaches, choice of three, in excellent mechanical and body condition, good set of tyres all round, certificate of fitness expiring 1959-60-61, price £200-£250 each.

1949 BEDFORD 29-seater coaches, choice of three, new set of tyres all round, including spare, certificate of fitness middle 1959, price £175 each.

1948 LEYLAND PSI 34-seater saloons, choice of 16, Brush all-metal bodies, in super mechanical and body condition, certificate of fitness to 1960-62, price £495-£525 each.

1947 LEYLAND PD1 56-seater high-bridge double-deckers, bodies by Charles Rowles, in excellent mechanical and body condition, certificates of fitness to 1960-61, price £550-£575 each.

LEYLAND, A.E.C., Bristol, etc., over 50 high- and low-bridge double-deckers just come into stock, 1948 bodies all Leyland, Metcalf, etc., varying certificates of fitness, to clear, £150-£175 each.

ALL the above vehicles carry our three months' guarantee.

SPECIAL H.P. FACILITIES.

PART-EXCHANGES.

FLEET CARS (SALES), LTD.

F.C.S. WORKS,

LONDON ROAD,

RUGBY.

Phone, Dunchurch 262 and 265.

On the A45. 784-223

P.V.D., LTD.

100

SELECTED BUSES AND COACHES

ACTUALLY IN STOCK AND AVAILABLE FOR IMMEDIATE INSPECTION AND TEST.

COACHES

FOR THE LITTLE MAN.

1951-52 A.E.C. fully-fronted Beadle, choice of five, 39-seater coaches, in immaculate body and chassis condition, certificate of fitness 1961-62, price £900-£950 each.

1948 BRISTOL saloons, choice of 10, fitted Eastern Coachworks 35-seater bodies, low-type radiator, vision cab screens, 7.7 A.E.C. Diesel units, 5-speed boxes, in excellent mechanical and body condition, certificate of fitness to 1960, price £550 each.

1947 BEDFORD 29-seater Duple-bodied full luxury coaches, choice of three, in excellent mechanical and body condition, good set of tyres all round, certificates of fitness expiring 1959-60-61, price £200-£250 each.

1939 LEYLAND, choice of two, fitted 39-seater Alexander all-metal semi-coach bodies, high-backed tubular seating, repeated this year, fitted 7.7 Diesel engines, in excellent mechanical and body condition, certificate of fitness expires 1960, price £125 each.

1938-39 LEYLAND, choice of two, fitted 35-seater Alexander all-metal semi-coach bodies, high-backed tubular seating, repeated this year, fitted 7.7 Diesel engines, in excellent mechanical and body condition, certificate of fitness to 1960, price £300 each.

1949 BEDFORD 29-seater coaches, choice of three, in good mechanical and body condition, nearly new set of tyres all round, including spare, certificate of fitness middle 1959, price £175 each.

1940-49 BRISTOL L-type 35-seater saloons, fitted 5LW Gardner Diesel engines, 5-speed boxes, in good mechanical and body condition, several chassis only, price £175 each.

1940-49 LEYLAND, choice of 25 high- and low-bridge Leyland double-deckers, fitted 1948-49 Leyland all-metal bodies, in very good mechanical and body condition, certificates of fitness to end of 1959, some 1959, will recitify at very little expense, to clear £150-£175 each.

DENNIS, choice of 25 low-bridge double-deckers, fitted 1948-9 Park Royal bodies, 5LW Gardner Diesel engines, 5-speed gearboxes, in excellent mechanical and body condition, certificates of fitness to end of 1959, several with ticket nearly expired, will all recitify, price to clear £175-£200 each.

THESE are only a few of the vehicles we have in stock available for immediate inspection and test.

TRADE INQUIRIES INVITED.

PASSENGER VEHICLE DISPOSALS, LTD.

WOLSTON GRANGE,

LONDON ROAD, RUGBY.

Phone, Wolston (Coventry) 330.

On the A45. 784-199

A49

Used Passenger Vehicles (contd.)

THURGOODS OF WARE.

1952 BEDFORD 35-seater coach, blue and cream, tubular racks, certified to 1962, £1,075.
1952 FODEN luxury observation coaches (39-51-seaters) in superb condition, fitted with many extras these coaches won prizes New York and Nice; used summer tours.
1951 DENNIS Falcon full-front coach (34), 51-litre engine, Eaton 2-speed axle, high-backed chair seats, blue inside and out, certificate of fitness 1960, £875.
1950 BEDFORD Vistas (29), red high-backed seats, Formica sides, exterior cream and green, choice of two from £675.
1950 BEDFORD Vista (20) fitted individual adjustable seats, red leather and Dunlopillo cushions, head-rests heater, wired for radio, certified, in good condition, £375.
1950 ALBION full-fronted coach, 31-seater Duplex, high-backed seats, certificate of fitness 1960, £825.
1948 47-46 BEDFORD Vistas (29), green, red and grey, choice of three from £325.
1948 50 BEDFORD buses (28-30), blue, green and red choice of four, from £275.
1948 DAIMLER coach (35), high-back tubular seats, pre-selector, fluid flywheel, certificate of fitness 1961, £425.
BEDFORD driver-operated door gears fitted, £17 15s.
BEDFORD re-trims and conversions to high-backs, one-day service.
STEAM cleaning and under-spray.

DOUBLE-DECKERS.

CHOICE OF 20.

LOW- AND HIGH-BRIDGE BUSES.
 GUYS, LEYLANDS, A.E.C.s, DAIMLER, SLW GARDNER AND OTHER ENGINES, IN GOOD ORDER, WELL MAINTAINED, AT LOW PRICES.
 PHONE, WARE 833-4.
 AFTER HOURS 896. 784-191

THE MILLBURN ORGANIZATION.

PRESTON, LONGTON, LANCS, 3255-6.
 GLASGOW, BELL 0073.
 CARLISLE 25422.

PASSENGER VEHICLE SPECIALISTS.

1956 BEDFORD Super Vega 37-39-seater, exceptional condition throughout.
1954 A.E.C. Mark IV Burlingham Seagull 37-seater full-luxury saloon.
1950 July, COMMER Avenger 34-seater full-luxury June, 1959, coach, radio and heater, certificate of fitness 1959.
1948 TILLINGS 33-seater coach, fitted Gardner 6LW.
1947 LEYLAND PDI chassis, 7.4-litre Diesel engine, fitted Brush 53-seater low-bridge-type double-deck bus, certificate of fitness from 1959 to 1961.
1947 A.E.C. 7.7 Duplex 35-seater bus, very fine order.
1946 LEYLAND PSI service buses, 32-seater Roe bodies, certified to 1959; choice of four.
1945 GUY SLW Roe low-bridge 35-seater double-deck bus, good order.
OVER 100 high- and low-bridge-type double-deck buses, from £100 each, also a number of Leyland 36-seater buses, Dennis 32-seater buses with SLW power units, suitable for contract or public works contractors, price from £175 each.

FOR EXPORT ONLY.

A Number of LEYLAND T58 chassis with 7.4 Diesel power unit and fitted with 1949 Duplex high-back seating coachwork.

MILLBURN MOTORS (PRESTON), LTD.

WALMER BRIDGE, LONGTON, PRESTON.
 Phone, Longton, Lancs, 3255-6. 784-60

1951 CROSSLEY 37-seater and courier seat, full front, Plaxton body, certificate of fitness to July, 1961.
1949 GUY Arab, 33-seater Burlingham body, Meadows Diesel engine.

ORMSKIRK MOTORS, LTD.

MAIN VAUXHALL AND BEDFORD DEALERS.
 COUNTY ROAD, ORMSKIRK.
 Phone, Ormskirk 2551-2.
 After 8, Anfield 6001. 784-179

BIRD'S COMMERCIAL MOTORS, LTD.

BIRMINGHAM ROAD,
 STRATFORD-ON-AVON.
 Phone 3222-3-4 and 2136. Grams, "Quicksale."

USED PASSENGER VEHICLES.

10 A.E.C. Regent Mark III double-decker buses, year of registration 1949, fitted with A.E.C. 9.6-litre Diesel engines, full air brakes, fluid transmission, automatic chassis lubrication, 56-seater with Dunlopillo seating, metal bodies, 9.00 by 20 tyre equipment, current certificate of fitness.
10 LEYLAND double-decker buses, year of registration 1948-49, fitted with 6.000 Leyland Diesel engines, full air brakes, fluid transmission, automatic chassis lubrication, 56-seater with Dunlopillo seating, metal bodies, 9.00 by 20 tyre equipment, current certificate of fitness.
 THE above vehicles are as new in every respect.

HIRE-PURCHASE willingly arranged at low deposits.
20 LEYLAND PDI double-deck buses, 56-seater, all-tyre, fitted with Leyland, excellent condition.
20 DAIMLER 1945 double-deck buses, 56-seaters, very good condition.

PARTICULARS AND PRICES

ON APPLICATION. 784-197

Used Passenger Vehicles (contd.)

CHARLES COPPOCK, L.TD.

SERVICE BUSES

THE GARAGE,
 ELM GROVE, CROSS STREET, SALE, CHESHIRE.

A Large quantity of high-bridge double-deckers:—
1946 LEYLAND PDI.
1946 A.E.C. Regent, 7.7-litre.
1945 46 GUY Arab, 5LW.
A Number of these carry certificates of fitness 1960-61.
1949 BEDFORD 35-seater full-fronted buses, of all-metal construction, choice of two, price £325 each.
1949 MORRIS 35-seater full-fronted buses, of all-metal construction, choice of two, those are powered by six (6) cylinder oil engines, price £350 each.
1946 A.E.C. high-bridge double-deckers, powered by 7.7-litre oil engines, of all-metal construction, choice of two, price £225 each.
1951 TILLING-STEVENS 33-seater coach, certified November, 1960, powered by a 6LW Gardner oil engine, price £275.
1949 BEDFORD 29-seater coach, full-luxury seats, certified until April, 1959, price £185.
1939 LEYLAND, powered by 8.6-litre oil engine, with special coach body seating 30, large luxury-type seating for long-distance travel, certificate of fitness September, 1960, price £325.
SPECIAL offer: SLW Gardner engines from £100 each. Can be tested prior to removal of engine from chassis.

PHONE, SALE 5633.

GRAMS, "BUSUNITS." 784-97

E. J. BAKER AND CO. (DORKING), LTD.

THE COACH SPECIALISTS OF THE SOUTH.
 COACH SHOWROOMS AND SERVICE STATION,
 TRADING ESTATE, FARNHAM, SURREY.
 Phone, 8 a.m. to 6 p.m., Farnham 4626-7;
 after 6 p.m., Farnham 4481.

WE CAN GIVE AN EARLY DELIVERY OF 1959 PETROL AND DIESEL MODELS, FITTED DUPLX, BURLINGHAM AND PLAXTON BODIES. NOW AVAILABLE FOR DEMONSTRATION. (INQUIRIES WELCOMED.)

1956 BEDFORD, fitted MK. II R6 engine, Duplex 41-seater body, Formica sides, red interior, one careful owner only, £2,850.
1952 BEDFORD Vega 35-seater, blue interior, fitted heater, well tried, very clean, 8-ft. wide, certificate of fitness 1962, £1,650.
1951 BEDFORD Vega 33-seater, red interior, heater, one owner only, certificate of fitness 30.6.61, £1,450.
1949 50 BEDFORD Vistas, 29-seaters, red interiors, cream and red exteriors, good certificates of fitness, choice of three, from £650.
1952 DENNIS Falcon, Eaton 2-speed axle, Burlingham Seagull body, 33-seater, blue interior, cream and blue exterior, heater, one owner only, certificate of fitness 1962, could be made 35-seater, £40 extra, £1,250.
1949 50-51 COMMER Avenger, Plaxton and All-weather bodies, 32-33-seaters, clean coaches, good runners, from £600.
1946 47-48 BEDFORD Vistas, 29-seaters, good runners, choice of several, from £150.
WE ALWAYS HAVE A GOOD SELECTION OF VEHICLES SUITABLE FOR TRAVELLING SHOPS AND WORKMEN. WE INVITE YOUR INQUIRIES. HIGH-BACK CONVERSIONS, TRIMMING, PAINTING, ACCIDENT REPAIRS AND CLEANING SPEEDILY EXECUTED. 784-205

COMBERHILL GARAGES, LTD.

INGS ROAD, WAKEFIELD.

TRANSPORT VEHICLE SPECIALISTS.

NEW 1959 COMMER TS3 Diesel 41-seater Plaxton Consort coach, glass roof quarters, heater, radio, all extras, Earls Court Show exhibit.
NEW 1959 model BEDFORD (petrol) 41-seater Plaxton Consort, heater, radio, contemporary moquette.
NEW 1958 ATKINSON L644 (Gardner 4LW) 37-seater Plaxton Highway omnibus, coach seats.
1954 BEDFORD (36 h.p. petrol) 36-seater Burlingham Seagull, heater, radio, cream-black.
1953 BEDFORD SB petrol 33-seater Vistas, heater, radio, superlative condition.
1951 BEDFORD SB (petrol) 35-seater Plaxton Ventura, certified 1961, cream-red.
1951 ALBION Victor (Diesel FT-3) 31-seater full-front; choice of two, cream-blue.
1950 LEYLAND PSI-1 (7.4-litre) 33-seater full-front Burlingham, certified 1960.
1950 ALBION CX9 (Diesel) 35-seater Cawood, cream, blue, choice of two.
1948 LEYLAND PSI (7.4 Diesel) 33-seater Burlingham, grey-blue, certified 1961.
1948 DENNIS Lancet (6-cylinder Diesel) 35-seater Duplex, heater, certified 1959.
1946 DAIMLER CV26 (A.E.C. 7.7 Diesel) 56-seater Marley double-decker; choice three.

HIRE-PURCHASE FACILITIES.

COMBERHILL GARAGES, LTD.

Phone, Wakefield 6051-5. 784-196

L EYLAND PSIs, 1946-47, 31-34-seaters, Northern Counties coachwork, in excellent condition, certificates of fitness 1960, £500.
1948 BRISTOL saloons, fitted Eastern Coachworks 35-seater bodies, low-spec radiators, 7.7 A.E.C. Diesel units, 5-speed boxes, in excellent mechanical and body condition, certificates of fitness to 1960, £500.
1949 CROSSLEY 33-seater luxury coach, Dunlopillo seating, in excellent mechanical and body condition, certificates of fitness 1959, £250.
A LEXANDER AND TATHAM, LTD., Surbiton St., Sheffield Phone 42931. 784-149

Used Passenger Vehicles (contd.)

J. W. FIELDSEND, L.TD.

OFFER THE FOLLOWING

USED COACHES.

1957 BEDFORD, petrol, 41-seater Duplex.
1957 BEDFORD, petrol, 41-seater Plaxton.
1956 COMMER TS3 41-seater Duplex, choice of two.
1953 Rebuilt LEYLAND PS2, 35-seater, full-front, Harrington body.
1949 LEYLAND PS2, 33-seater Harrington.
TERMS and exchange, full list sent on request. Phone for appointment to view.

160 CROSS LANE,

SALFORD 5.

Phone, Pendleton 5331. 784-173

VICTORIA COACHES, L.TD.

1958 BEDFORD (petrol), 41-seater Plaxton.
1957 BEDFORD (petrol), 41-seater Duplex, price £2,650.
1953 CROSSLEY, 37-seater Churchill, price £1,000.

PHONE FOR APPOINTMENT TO VIEW.

1159 LONDON ROAD,

LEIGH-ON-SEA.

Phone 74456. 784-175

1946 CROSSLEY, Gardner, 56 seats, certificate of fitness 1960.
1947 PDI LEYLAND, 56 seats, certificate of fitness 1960.
WE invite inquiries for all types of used Diesel engines.
TIGER COACHES, Dewhill Garage, Salsburgh. Phone, Salsburgh 242. 784-363

ERRINGTONS OF EVINGTON, LTD.

NEW BEDFORD Diesel, Plaxton 41-seater, in stock for demonstration and delivery.
NEW BEDFORD Duplex Super Vega, 41-seater.
NEW A.E.C. Reliance, coachwork to choice.
1948 COMMER Commando, Thurgood, 33-seater body, certified July, 1959, £180.
1948 BEDFORD, full-fronted Plaxton 30-seater coach, certified December, 1960, £275.

PART-EXCHANGE. HIRE-PURCHASE.

EVINGTON, L. LEICESTER.

Phone 38102-3. 784-372

SILVER WINGS COACHES.

BRETTALL LANE,
 STOURBRIDGE, NEAR BIRMINGHAM.
 Stourbridge 3047-8.

1947 GUY Arab, 5-cylinder Gardner, 33-seater Burlingham body, certificate of fitness 1961, £500.
1948 MAUDSLAY, A.E.C. 7.7, 33-seater Burlingham, repainted and certified until 1962, £650.
PART-EXCHANGES, including cars or vans. 784-115

NORTHS.

PONTEFRAC ROAD, LEEDS, 10.

Phone 76809, 76022.

BRISTOLS, low-bridge double-decker, fitted SLW Gardner engines, 1950, Eastern Coachwork bodies, £250.
BRISTOLS, 1948, low bridge, fitted A.E.C. 7.7 engines, certificate of fitness, £250.
L EYLAND, 1946, PDI Burlingham high-bridge 56-seater bodies, certificate of fitness 1960-61, £450.
L EYLAND T346, fitted 1947 Burlingham high-bridge bodies, very clean, £165 each.
S EDDONS, 1949, 31-seater full-fronted bodies, P6 engines, £250.
LARGE numbers of 35-seater Bristols from £100, also post-war single-deck A.E.C. and Dennis service buses from £175.
VEHICLES taken in part-exchange, terms if required, delivery arranged anywhere, distance no object. 784-190

1953 Plaxton 14-seater coach, certificate of fitness July, 1963, radio, heater, perspex front and rear domes; 1952 Reading KARRIER 14-seater coach, 30 m.p.g., Diesel, certificate of fitness 1962, radio, etc., Phone 89055, 163 Arkwright St., Nottingham. 784-226/8

LANCASHIRE MOTOR TRADERS, LTD.

OLYMPIA GARAGE,

LIVERPOOL STREET, SALFORD, 5.

Phone, Pendleton 5201; evenings, Oldham Main 2461.

1956 57 BEDFORD, petrol, 36 to 41 seats, choice of six.
1956 COMMER TS3 41-seater Duplex, fitted over-drive, radio and heater, cream and maroon, red interior, perfect condition, £2,650.
1952 BEDFORD Super Vega, 33 seats, fitted radio and heater, blue exterior, red interior, new tyres, £1,450. 784-449
 ASI

Used Passenger Vehicles (contd.)

SAVILLE MOTOR SALES, LTD.,

MAIN VAUXHALL AND BEDFORD DEALERS,
HARVESTER HOUSE,
STRATFORD-ON-AVON.
Phone 3681 (10 lines).

1959 BEDFORD Duple 30-seater bus, 300-cu.-in. Diesel engine, finished in red and grey, fitted heater, etc., immediate delivery, ex demonstration model.
1955 BEDFORD Duple 36-seater coach, heater, radio, Perkins R6 engine.
1951 FODEN, 41-seater Whitson body.

1950 BEDFORD Vista 25-seater coach, repainted, resealed, retired all round, certificate of fitness 1954.

1949 COMMER, 30-seater Yeates body, immaculate condition.

1949 CROSSLEY 35-seater body, recent engine overhaul.
MONMOUTH Depot:—

1949 A.E.C. Mk. III 33-seater coach
1948 DAIMLER 33-seater coach.

PART-EXCHANGES, HIRE-PURCHASE FACILITIES.
R REDBROOK, MONMOUTH.

PHONE 336 AND 7. 784-394

DAIMLERS, 1944, low-bridge double-deckers, some fitted with doors and heaters, A.E.C. 7.7 engine.

1950 BEDFORD 1951 33-seater luxury coach, glass roof, curtains, etc., radio and heater.

1952 35-seater DENNIS luxury coach, Duple body, 2-speed axle, fitted with Bedford petrol engine, radio and heater.

ALL vehicles with certificate of fitness.
FURTHER particulars, apply Weslys Coach Services, Stoke Goldington, North Bucks. Phone 26. 784-258

LEYLAND 41-seater, £1,850
MAUDSLAY Plaxton 37-seater, £1,050.

A.E.C. 9.6, £1,400.
CCROSSLEY Burlingham, £1,400. Phone, Tottenham 6875.

Used Passenger Vehicles (contd.)

1956 And 1957 BEDFORD 41 Super Vegas.
1956 BEDFORD 41 Duple, low mileage, £2,750.

1947 BEDFORD Duple Vista 29-seater, very good order, £325.

1949 FODEN, 5-cylinder Gardner, Duple, 33-35-seater, new retires, certificate of fitness 1962, £685.

CONWAY HUNT, LTD., Brox Rd., Ottershaw. Phone, 784-390
Ottershaw 461.

Unclassified Wanted

WANTED, two 41-seater coaches, full fronted, Leyland, A.E.C. or Maudslay, Burlingham, Yeates, Plaxton or Duple bodies. Box CM8210, care of "The Commercial Motor". 784-163

NEW PASSENGER VEHICLES

A.E.C.

ARLINGTON MOTOR CO., LTD.,

HIGH ROAD, PONDER'S END, ENFIELD, MIDDLESEX.

Phone, Howard 1266.

OFFER EARLY DELIVERY OF RELIANCE 41-43-SEATER DUPLÉ BRITANNIA COACHWORK, CENTRE OR FRONT ENTRANCE.

VACUUM OR AIR BRAKES.
FINISHED TO INSTRUCTIONS. 784-202

BEDFORD

SILVER LINE MOTORS,

MOORLANDS,
WELWYN GARDEN CITY, HERTS.

Phone, W.G. 5494.

ARE NOW TAKING ORDERS FOR NEW 1959 B

29- TO 41-SEATER C COACHES

TO CUSTOMER'S OWN SPECIFICATION.
HIRE-PURCHASE AND PART-EXCHANGE WELCOMED. 784-763

New Passenger Vehicles (contd.)

COACHES AND COMPONENTS, LTD.,

469-475 HOLLOWAY ROAD, LONDON, N.7.
Phone, Archway 2647 (five lines).

ARE now taking orders for 1959 BEDFORD 29- to 41-seating capacity luxury coaches, fitted with petrol or Diesel engines.

PART-EXCHANGES and H.P. terms arranged to your satisfaction. 784-0678

ARLINGTON MOTOR CO., LTD.,

HIGH ROAD, PONDER'S END, ENFIELD, MIDDLESEX.

Phone, Howard 1266.

OFFER EARLY DELIVERY OF S

SHOW MODEL SUPER VEGA

AS EXHIBITED AT E

EARLS COURT

ON THE D

DUPLÉ STAND.

1959 MODEL DUPLÉ 37-41-SEATER SUPER VEGA COACHES.

DEMONSTRATIONS AVAILABLE.
PART-EXCHANGE.

SPECIAL HIRE-PURCHASE TERMS.
ALSO

NEW BEDFORDS WITH 41-SEATER PLAXTON BODYWORK. 784-203

COMMER

DON EVERALL (COMMERCIAL VEHICLES), LTD.,

34 CLEVELAND ROAD,
WOLVERHAMPTON.

Phone 23212.

INQUIRIES INVITED FOR 1959 COMMER ROOTES DIESEL 41-SEATER COACHES BODIED BY DUPLÉ, PLAXTON OR BURLINGHAM. EARLY DELIVERY ASSURED. 784-138

VOLKSWAGEN

EUROPEAN CARS, LTD., distributors for London and western districts, early delivery Kombi, Microbus, van, pick-up, ambulance. 129-131 Old Brompton Rd., S.W.7. Fre 7722. 784-830

MISCELLANEOUS VEHICLES FOR SALE AND WANTED

AMBULANCES

BEDFORD Dormobile, Austin, Albion, Morris ambulances from £100. Lawton-Goodman, 135 Crickwood Broadway, N.W.2. Gladstone 2226. 784-29

ARTICULATED VEHICLES

INCLUDING MECHANICAL HORSES

CARRIMORE close-coupled articulated 6-wheelers, hand-some appearance and ideal weight distribution.

CARRIMORE SIX-WHEELERS, LTD., Carrimore Works, North Finchley, N.12. Hillside 3631-2-3. 784-708

LEYLAND Beaver tractor and 20-ton low-loader machinery trailer, 17-41, well, K.O. back axle. Box CM8324, care of "The Commercial Motor". 786-6781

A Large selection of articulated vehicles always in stock, 1-tonners to 100-tonners, including a wide variety of types. Let us know your requirements. Terms and exchanges.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Phone, Stevenage 175. 784-66

CAPITAL MOTOR CO., LTD.,

SCAMMELL DISTRIBUTORS,
BEDFORD MAIN DEALERS.

NEW BEDFORD-SCAMMELL 8-ton forward-control 4 and 10-ton tractor units, immediate delivery.

NEW SCAMMELL trailers, early delivery.

NEW SCAMMELL Scarab for early delivery, either petrol or Diesel engine.

1954 SCAMMELL 6-ton Scarab, in excellent condition throughout, £650.

1950 (Registered) BEDFORD-SCAMMELL tractor unit, Diesel and first-class mechanical condition.

REMINGTON ST., City Rd., N.1. (Near Angel.) 784-402
Clerkenwell 7456.

COMMER G2 unit with Taskers step-frame prefab. semi-trailer, £150 to clear, Gale, 22 Ackender Rd., Alton, Hants. Alton 3104. 784-xA2614

NEW BEDFORD 8- and 10-ton tractor units, normal and forward control.

SCAMMELL Scarab, petrol or Diesel, for early delivery.

ARTICULATED vehicles our speciality.

INQUIRIES TO:—

E. J. BAKER AND CO. (DORKING), LTD.,
DORKING 3822, EX. 19. 784-301

A52

Miscellaneous Vehicles (contd.)

1950 KARRIER Bantam tractor fitted automatic coupling and two boxvan trailers of 700 cu. ft. capacity each, complete outfit little used and immaculate, £400. Com Motors, Ltd., Fortess Grove, Fortess Rd., Kentish Town, London, N.W.5. Gulliver 5888-9. 784-326

1949 COMMER Q4 tractor unit with Perkins P6 engine and Tasker low-loading pre-fab trailer, in excellent condition, will be sold in Hall and Palmer's Auction sale at Hethel Airfield, Norfolk, on Tuesday, November 11. 784-xB2606

BREAKDOWN VEHICLES

UNREGISTERED ex-W.D. Austin 6 by 4, A.E.C. 6 by 6, Albion 6 by 6 c/w winches. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. 784-652

CAR TRANSPORTERS

1958 Seddon Mk. 15 tractor and Carrimore 5-car transporter for sale, maximum width 8 ft., 20,000 miles, condition as new, cost £4,615 12s. 9d., price £3,500. Apply Three Spires Garage (Cov.), Ltd., Hearsall Lane, Coventry. 784-xB2604

CATTLE CONVEYORS AND HORSEBOXES

G. C. SMITH (COACHWORKS), Long Wharton, G. Loughborough, Leics. Specialists in horseboxes and livestock bodies. Phone, Hathern 291-2. 784-998

HEYWOOD MOTORS, LTD.,

THE CATTLE TRUCK SPECIALISTS.

NEW THAMES TRADER, 5-TON, 16-FT. SELF-COLOURED DOUBLE-DECK BODY.

NEW THAMES TRADER, 7-TON, 18-FT., PAINTED DOUBLE-DECK BODY.

Now under construction for early delivery.

PHONE, **HEYWOOD 6195 AND 6757.**

NEAR MANCHESTER. 784-6748

1947 FORD 5-ton with Jennings cattle container, double deck and calf box, ex-C-licence user, £125. William Ripley, Darford 5480. 784-277

ELECTRIC VEHICLES

4 1949-52 Douglas electric delivery vans complete with charger, drive away, £70 each.

AUTOREX (LIVERPOOL), LTD., Holmes Lane, Liverpool, 21. Waterloo 2321. 784-184

Miscellaneous Vehicles (contd.)

ESTATE CARS AND UTILITIES

GREENHILL MOTOR CO., LTD., offer:—

1958, April, FORD 15-cwt. 12-seater coach in red, 8,000 miles only, underseated, immaculate and as new, £595.

1958, September, FORD 15-cwt. 12-seater coach in ivory, 700 miles only, heater, immaculate and as new, £615. Marsh Rd., Pinner, Middlesex. Phone, Pinner 9888. 784-143

EX-W.D. VEHICLES

AUSTIN and Bedford 4 x 2 and 4 x 4 3-ton vehicles, in first-class condition, available. Specification and photographs available on request. Overseas inquiries invited.

C. MORGAN AND SON, Waltham Chase, Southampton. Phone, Bishop's Waltham 133. Cables, "Morganspare, Southampton." 784-928

J. H. ROLLASON, Romsey Rd., Cadnam 3301, Hants.

SPECIALISTS in 4 x 4 and 6 x 6 4-drive vehicles and spares, including Ford, Chevrolet, Dodge, Austin, Bedford, Maudslay. 784-821

A NAME WORTH KNOWING.

CUNDEY AND STEWART, LTD.,

ALFRETON, DERBYSHIRE.

Phone, Leabrooks 477.

THE EX-W.D.

DEALERS AND DISMANTLERS.

4 X 4 SPECIALISTS 6 X 6.

VEHICLES SPARES. TYRES. 784-704

ALBION 6 x 6 with winch, fitted fixed jib, £125. Large range of spares available for all ex-W.D. vehicles.

Ashby Garage, Phone, Cobham (Surrey) 3702. 784-799

C. M. SWORDER (MOTORS), for ex-W.D. trucks and spares, including Chevrolet, Ford, Dodge, Studebaker, Lane End, High Wycombe, Bucks. Phone, Lane End 234. 784-803

CANADIAN FORD, 4 by 4, late heavy type with winch, exceptions; condition, cheap. L. Thompson, 57 Lower Forbury Rd., Portsmouth 24117. 784-xA2374

BEDFORD 4 x 2, Army reconditioned, £125.

BEDFORD 4 x 4, Army reconditioned, £125.

PERCY SLEEMAN, LTD., 88 Uxbridge Rd., Ealing. W.5. Phone, Ealing 7987; Uxbridge 5022, after hours, Western 1321. 784-322

Miscellaneous

LOW-MILEAGE condition, Oxo.

BEDFORD 3 miles each, Ewelme, Oxo.

E

WANTED, tyres, a Gobowen.

LUTON

LET us see your class 2-year guarantee.

FREIGHT

ALWAYS a van from Austin, Mori.

1953 FORD 15-cwt. 12-seater coach, in red, 8,000 miles only, underseated, immaculate and as new, £595.

1950 BIRMINGHAM 15-cwt. 12-seater coach, in ivory, 700 miles only, heater, immaculate and as new, £615.

RICHMOND, Glou.

LARCHIE 1000 cc. 10-speed.

SPUR

1956 J

HIRE-

176

NEW 3-4

OAKTHORP

1956 new out of

CST. LO

1951 tyres as

1951 immediate London, after 7, C

1951 fields, S.W.

MOR

AVAI

S. Chea

1954 Bedford, Lawton-G

COMM

225, 226.

BOGNO

6225

J

1956 and ste

1956 and ste

1951, 1951

1951 steam c

194 and ste

194 steam

193 193

193 193

193 193

193 193

UNR

Bowser

Derby

Miscellaneous Vehicles (contd.)

LOW-MILEAGE BEDFORD OL, unregistered, in good condition, £125 each. Mains Motors, Ltd., Woodside, Ewelme, Oxon. Phone, Ewelme 62. 784-399

BEDFORD OL winch tractors, choice of two, only 300 miles each. £175. Mains Motors, Ltd., Woodside, Ewelme, Oxon. Phone, Ewelme 62. 784-401

Ex-W.D. Vehicles Wanted

WANTED, ex-W.D. WHITE 6 x 4 petrol on 24-in. tyres, any condition. Details to Stones, Telford, Gobowen, Salop. Phone, Gobowen 300. 785-2330

LUTON VANS AND PANTCHNICONS

LET us quote you for a Freight light-alloy Luton or your choice, 600 to 2,000 cu. ft., prices from £295 2-year guarantee.

FREIGHT ENGINEERING CO., Cray Rd., Sidcup, Kent. Phone, Footscray 6851. 784-6746

ALWAYS a good selection of pantchicons and box-vans from 900-1,000-cu.-ft. capacity. Guy, Vizen, Austin, Morris, etc. Contact the van specialists. Alma Garage (Bristol), Ltd., 74 Feeder Rd., Bristol. Phone, Bristol 77667. 784-18

1953 FORD 4D Diesel Thames Luton van, 1,350 cu. ft., in excellent running order, £365. 784-61

1950 BEDFORD 7-ton Diesel Luton van, 1,500 cu. ft., full low-loader, in very good and clean condition, £325. 784-88

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 784-61

ARGIE Luton vans, 1,650 cu. ft. Boughtons, 1-5 Odessa Rd., E.7. Mar 1888. 784-88

SPURLING CITY DEPOT OFFER—

1956 BEDFORD 3-ton 4-cylinder Diesel furniture van, approximately 900 cu. ft. capacity. 784-412

HIRE-PURCHASE. PART-EXCHANGES.

176-9 SHOREDITCH HIGH STREET,

LONDON, E.1.

Phone, Shoreditch 8433. 784-412

NEW 3-ton long-wheelbase Thames 4D, 1,000-cu.-ft. Luton body, available for immediate delivery. List price.

OKATHORPE MOTOR CO., North Circular Rd., Palmers Green, N.13. Palmers Green 0446 and 1253. 784-395

1956 FORD with Perkins P6, 1,500-cu.-ft. pantchicon, in really first-class condition, cost £2,000 new, our price £560. 784-335

CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10. 784-335

GRE 2033-4.

1951 AUSTIN 2-3-ton Lodestar, 1,200-cu.-ft. Luton van, low-loading, extensively overhauled, all tyres as new, repainted dark blue, ready for service. Immediate delivery. £395. Morris, 506-508 Kingston Rd., London, S.W.20. Phone, Cherrywood 4568, 1480 and, after 7, Cherrywood 4322. 784-266

1951 BEDFORD Luton van, one owner, alloy body, £225. Pirbright Garage, Pirbright Rd., Southfields, S.W.18. Vandye 6188. 784-250

MOBILE SHOPS, CANTEENS, ETC.

AVAILABLE shortly, ex-Government Karrier Bantams, unregistered, suitable for mobile shops, canteens, fish and chip saloons, built to your order. Terms available: contact the makers.

H. WYAT (COACHBUILDERS) LTD., Bank St., S. Cheadle, Staffs. Phone, Cheadle 2155. 785-6722

1954 DENNIS Stork Diesel double-entrance mobile shop, £695; 10 h.p. and 30 h.p. Fordsons, Bedford, Morris, and shops for all trades.

Lawton-Goodman, 135 Crickwood Broadway, N.W.2, Gladiolus 2226. 784-28

COMMER travelling shop, Les Gleave, Ltd., Fourways Garage, Archid, nr. Sandbach, Cheshire, Smilwood 225, 226. 784-341

PICK-UP TRUCKS

BOGNOR STATION GARAGE offer 1953 A40 pick-up, £225. 20 Lonsford Rd., Bognor 2102. 784-371

TANK WAGONS

JOHN ANCLIFF AND CO. LTD.

CONTRACTORS OF LIQUID IN BULK.

2 MOUNT STREET, MANCHESTER, 2.

Phone, Blackfriars 6226; Night, Bramhall 56.

1956 ATKINSON 8-wheeler 6LW D.D., fitted with Dowson and Mason 3,600-gallon tank, lagged and steam coils fitted. 784-34

1956 ATKINSON 8-wheeler 6LW D.D., fitted with Dowson and Mason 3,600-gallon tank, lagged and steam coils fitted. 784-34

1953 MAUDSLAY 8-wheeler 9.6 S.D., fitted with Dowson and Mason 3,600-gallon tank (new in 1955), lagged, lithocite lined and steam coils fitted. 784-34

1950 E.R.F. articulated 6LW, fitted with Butterfield 2,800-gallon tank, lagged, lithocite lined and steam coils fitted. 784-34

1948 MAUDSLAY 4-wheeler 5LW, fitted with Butterfield 1,750-gallon tank, lagged, lithocite lined and steam coils fitted. 784-34

1947 E.R.F. articulated 6LW, fitted with Butterfield 2,800-gallon tank, lagged, lithocite lined and steam coils fitted. 784-34

1945 ATKINSON 8-wheeler 6LW, fitted with Butterfield 3,600-gallon petrol tank (new 1955). 784-34

1939 A.E.C. 8-wheeler 7.7 S.D., fitted with Dowson and Mason 3,000-gallon tank (new 1955), lagged, lithocite lined and steam coils fitted. 784-34

1939 SCAMMELL 8-wheeler 6LW, fitted with Butterfield 3,000-gallon petrol tank (new 1949), lagged, lithocite lined and steam coils fitted. 784-34

1936 A.E.C. 8-wheeler 7.7 S.D., fitted with Dowson and Mason 4,000-gallon petrol tank (new 1951). 784-34

UNREGISTERED ex-W.D. A.E.C. 6 x 6 2,500-gal. and Bedford OL 4 x 4 900-gal. refuelers; also 900-gal. Bower trailers. Cunsey and Stewart, Ltd., Alfreton Derbyshire. Phone, Leakebrook 477. 222-656

Miscellaneous Vehicles (contd.)

SPIRIT, oil tar and stainless-steel tanks, tankers, tanker trailers, gully and cesspit emptiers, large number. Numerous storage tanks, all sizes. Bridge Motors (Commercial), Ltd., Station Garage, Botley, Southampton. Phone, Botley 2347. 784-797

NEW ATKINSON 8-wheeler heavy oil tanker, 3,600 gal., three compartments, Butterfield tank lagged and steam coil, immediate delivery. 784-120

MIDLAND Distributors—Ryland Garage, Ltd., Ryland St., Birmingham, 16. Edgbaston 4501-5. Grams. 784-120

SPIRIT tank, 4,000 gallon, 5 compartment, £140. Box CM834, care of "The Commercial Motor." 784-387

BEDFORD WD 3-ton, fitted with 500-gal. tank for paraffin, reconditioned engine, good tyres, unregistered, £185. Quinton and Thompson, Ltd., Lancaster Rd., Uxbridge 8617-8. 784-358

WHALEBONE MOTORS, LTD., offer—

SEVERAL large-capacity articulated road tank trailers. S.140 by 20 tyres, Scammell coupling. 313 Chemsford Rd., Mountnessing, near Brentwood. Phone, Brentwood 4044. 784-339

1951 BEDFORD, 1,000 gallons, two compartments, with pump, choice of two. 784-339

1951 BEDFORD, 1,200 gal., 2-compartment, with pump. 784-339

1949 BEDFORD articulator, 1,500 gal., three compartments. 784-339

1948 DENNIS, three compartments, 1,500 gal., with pump. 784-339

1950 COMMER, 1,200 gal., three compartments, with pump. 784-339

1948 FORD 800 gal., three compartments, with pump. 784-339

H. F. A. DOLMAN, LTD., 186 Carlton Avenue, Southend-on-Sea. Phone 43262. 784-449

Tank Wagons Wanted

WANTED, 2,000-gal. or 1,800-gal. vehicle tank and Quinton and Thompson, Ltd., Lancaster Rd., Uxbridge. Uxbridge 8617-8. 784-357

TIPPING LORRIES

BEDFORD 1948 5-ton tipper, excellent condition, £125. Below. 784-335

FORD 1953 4D 5-ton Diesel high-sided tipper, excellent condition, very economical, £330. Below. 784-335

MEADWAY COMMERCIALS, Bordesley Green Rd., Birmingham, 9. Victoria 4913. 784-49

1956 B.M.C. Diesel tipper chassis, £650. 784-335

1954 BEDFORD Diesel long-wheelbase tipper, steel body, £375. 784-335

1951 Thames P6 Diesel short-wheelbase tipper, £350. 784-335

1954 Thames P6 Diesel short-wheelbase tipper, £275. 784-335

1951 FODEN 8-wheeler tipper, steel body, £850. 784-335

1950 COMMER Diesel short-wheelbase tipper, £250. 784-335

1952 BEDFORD 7-ton Diesel tipper, £275. 784-335

1948 E.R.F. 5LW Diesel tipper, £475. 784-335

ALL the above in good running order. 784-335

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 784-77

COMMER 7-ton TS3 tipper, complete with Telehoist telescopic latest-type gear and Telehoist 7-cu.-yd. drop-side all-steel body, lift 6-in. by 7-ft. by 2-ft. 6-in. sides, 9.00 by 20 Firestone tyres, helper springs, air-hydraulic brakes, front towing loops, overdrive, steel cab guard; the above vehicle is our demonstration model and is not registered, genuine mileage only 575 (guaranteed), cost new £2,400, will accept £2,100 with manufacturer's full 12 months' guarantee. 784-239

F. NEWPORT AND CO., LTD., Newport 58411. 784-239

1954 BEDFORD 7-ton long-wheelbase, fitted brand-new Bedford Diesel engine, new batteries, fitted brand-new double-ram power tipping gear, new steel floor, new wings, new cab cushions, good tyres, good body 16 ft. long, 27-in. sides, 30-in. tailboard, not been used as tipper before, one careful owner. Also. 784-246

1956 BEDFORD 5-ton short-wheelbase petrol power tipper, very good condition, good tyres, good mechanically, standard wooden drop-side body. For very good used tipper, consult Shakers of Sheffield, Ltd., 56-60 Broad St., Sheffield, 2. Phone 20311 (four lines) or 23280 after 6.30 p.m. and week-ends. Vehicles sent any part of U.K. Week-end viewing by appointment any time. 784-78

1949 BEDFORD 5-yd. steel body tipper, excellent condition all round, taxed, ready for work. 784-147

1954 BEDFORD (petrol) S-type 7-8-ton tipper, new 7-yd. body, Edbro gear, in clean, sound condition, immediate H.P., bargain, £395. Morris, 506-508 Kingston Rd., London, S.W.20. Phone, Cherrywood 4568, 1480 and, after 7, Cherrywood 4322. 784-264

1955 August, FORD tipper, steel body, Anthony tipping gear, one owner, £165. Pirbright Garage, Pirbright Rd., Southfields, S.W.18. Vandye 6188. 784-246

BEDFORD tippers, 1948 onwards, from £95. Stevens, 163 Chase Cross Rd., Romford (46942), Essex. 784-308

BEDFORD 5-ton long-wheelbase Diesel, P6, 14-yd. body, first-class condition, £500. 784-347

EAST GREENWICH GARAGE, LTD., Trafalgar Rd., S.E.10. Gre 477-7. 784-347

1953 FODEN 8-wheel tipper. 784-335

1948 FODEN 6-wheel tipper. 784-335

WILLIAM H. SHORTE (CONTRACTORS), LTD., High Fields Garage, Baker St., Newthorpe, Notts. Phone, Kimberley 2391-2. 784-428

TRACTORS

1958 COMMER 12-ton TS3 tractor unit, 13,000 miles only, S.A.E./S.M.M.T. coupling, air-hydraulic brakes, Ewin 2-speed heavy-duty rear axle, cab heater, trailer control valve. Also available, Taskers 25-ft. platform semi-trailer to match, complete with air pressure/vacuum braking and load control valve. 784-240

N. MORGAN AND CO., LTD., 120, Chestow Rd., Newport, Mon. Phone, Newport 58411. 784-240

MORRIS 4-cylinder with power winch, low-loader, £125. Lawton-Goodman, 135 Crickwood Broadway, N.W.2. Gladstone 2226. 784-27

(Supplement)

Miscellaneous Vehicles (contd.)

1957 BEDFORD-SCAMMELL Diesel articulated unit, one owner since new, small mileage, £650. 784-246

1952 BEDFORD S-type 10-ton unit, R6 Diesel engine, S.A.E. coupling, in good running order, £350. 784-246

1955 BEDFORD-SCAMMELL S-type Diesel articulated unit, R6 engine, clean and in excellent order, £525. 784-246

1948 E.R.F. articulated unit, 5LW engine, new cab, 5-speed box, in very nice order throughout, £475. 784-246

1954 ALBION Chiefair articulated unit, in very good running order, £550. 784-246

1952 BEDFORD-SCAMMELL 10-ton S-type articulated unit, in very good running order, £225. 784-246

1956 BEDFORD articulated unit, in excellent order, very small mileage, one owner, £450. 784-246

1955 BEDFORD-SCAMMELL Diesel articulated unit, in excellent running order, £400. 784-246

1956 B.M.C. Diesel articulated unit, 2-speed axle, one owner, in excellent order, £650. 784-246

ANY of the above tractor units can be supplied with suitable trailers if required. Terms, exchanges. 784-246

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 784-72

OCTOBER, 1953, COMMER P6 tractor, Eaton 2-speed axle, one owner, £255. Pirbright Garage, Pirbright Rd., Southfields, S.W.18. Vandye 6188. 784-248

SURPLUS to requirements, one S8 model Bedford articulated tractor, complete with two 23-ft. drop-side trailers, Scammell couplings, brand-new latest-type cab fitted and Mark 11 Perkins Diesel engine, in excellent condition, £1,500. H.P. can be arranged. Box CM8411, care of "The Commercial Motor." 785-6099

Tractors Wanted

WANTED to purchase, a Diesel tractor with Garner 4- or 5-cylinder engine, fitted for use with Scammell retractable articulated trailers, Maudslay or similar vehicle for preference. State year, price and where inspected. Norman Walker, Anlaby, Hull. 784-108

TRAILERS

CARRIMORE. A trailer doubles the payload of your lorry and reduces the ton-mile cost proportionately. All models from 3 tons to 50 tons. 784-707

CARRIMORE SIX-WHEELERS, LTD., Carrimore Works, North Finchley, N.12. Hillside 3631-2-3-4. 784-707

"OFF the peg."

TASKERS new QD semi-trailers.

10-TON straight frame, in three lengths, 22 ft., 23 ft., and 24 ft.; S.A.E./S.M.M.T. coupling and including all latest standard features. Fully descriptive priced leaflet No. 1209. 784-246

TASKERS OF ANDOVER (1932), LTD.

ANDOVER, HANTS.

Phone, Andover 2312.

Telex, Andover 47-539.

LONDON OFFICE: 36 VICTORIA STREET, S.W.1. 784-246

Phone, Abbey 2202.

MANCHESTER OFFICE: 26 CORPORATION STREET, MANCHESTER, 4. 784-246

Phone, Deansgate 6009. Telex, 66-249.

SCOTTISH AGENTS:—

DOUGLAS MUNRO AND CO., LTD., 784-246

CHAPELHALL INDUSTRIAL ESTATE, CHAPELHALL, 784-246

NEAR AIRDRIE, LANARKSHIRE. 784-246

Phone, Airdrie 2691-2-3. 784-246

DYSON super trailers and semi-trailers.

THE best of haul investments.

R. A. DYSON AND CO., LTD., 76-80 Grafton St., Liverpool, 18. Phone, Royal 8434. Grams. 784-490

"Ignition, Liverpool."

OVER 200 used trailers in stock from 5 cwt. to 25 tons capacity, articulated and 4-wheelers, by the leading makers, including low-loaders and semi-loaders, box bodies, platform pantchicons and special types. 784-246

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 784-72

TASKER prefabricated trailer, in good condition, £190. 20-ft. Scammell trailer, very clean, £120. Tasker 20-ft. trailer, £60. P. V. Dobson, Ivy House, Levens, Keswick, Cumbria. Sedgwick 238. 784-6762

RUSH GREEN MOTORS

SCAMMELL trailers. We offer a good selection of 6-, 8- and 10-ton 16-ft. to 25-ft. flat-platform, drop-side, box-bodied timber-pole types and low-loaders, all with Scammell couplings, from £75. Terms and exchanges. 784-246

SCAMMELL and Dyson 16-ton tandem-axled trailers, 24- and 25-ft. lengths, flat and drop-sided, all in very good order, choice of 20 at £325 each; also a number of low-loaders, 10 tons to 30 tons, 15- to 20-ft. well, with knock-out axles. 784-246

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 784-72

FOR sale, Crane standard 16-tyre low-loader, drawbar trailer. 784-246

D. GOODFELLOW, 1351 Rochdale Rd., near Bickley, Box 26. Manchester. Cheetham Hill 2764. 784-170

15-TON pole wagon in first-class condition. Two 25-30-ton 4-wheel dollies (eight wheels). Box CM8321, care of "The Commercial Motor." 784-270

8-TON semi-drop-frame Scammell box trailer, 1954, 8-way loading, Perspex roof lights, one owner, excellent condition, £345. Pirbright Garage, Pirbright Rd., Southfields, S.W.18. Vandye 6188. 784-247

10-TON Hands trailer, 18 ft., perfect condition, £150. Pirbright Garage, Pirbright Rd., Southfields, S.W.18. Vandye 6188. 784-249

Miscellaneous Vehicles (contd.)

8-TON drop-frame machinery trailer, new floor, knock-out axle, B.T.C. light fifth-wheel coupling; tractor portion of coupling also available.

E. J. BAKER AND CO. (DORKING), LTD.
Phone, Dorking 3822. 784-302

FOUR 15-ton tandem trailers, four Scammell trailers, 15-ton, on 1400 by 16 tyres, £300 each. Kerbey Motors, New Southend Arterial Rd., Hornchurch 42776.

8-TON equal-load tow jacks by Rotary Hoes, £9 each. Brooklyn Engineering, 187 Hursley Rd., Chislehurst, Hants. Chislehurst 2281. 784-433

Miscellaneous Vehicles (contd.)

12-14-TON 25-ft. straight frame semi-trailer, S.A.E. pin, Davies landing gear, as new, from £425; several available. H.P. arranged. Merriworth (Engineering), Ltd., London Rd., Stone, Dartford. Kent. Dartford 2810 and 5239. 784-528

18-FT. Scammell trailers, ex-railways, £55; two low-loading trailers, one 25-ton, one 10-ton, on solid wheels. T. and F. Motors, Ltd., 2a Poles Lane, London, N.4. Phone, Archway 4582. 784-240

25-FT. SCAMMELL platform trailer, in good condition. E. J. BAKER AND CO. (DORKING), LTD. 373 London Rd., Staines. Phone 4211. 784-450

Trailers Wanted

WANTED, 4-wheel low-load trailer to carry 5-8 tons. Westol, Queensbury, Bradford. Phone, Queensbury 2381. 784-91

Miscellaneous Vehicles (contd.)

ARTICULATED tipping trailers, Scammell coupling, T. Graveson, Ltd., Carnforth, Lancs. 784-154

23-FT. 10-ton Scammell trailer, also low-loader; fair price paid. **WALTON HAULAGE**, 255 Walton Lane, Liverpool, 4. 784-153

TRAILER UNDERCARRIAGES

DAVIES, S.A.E. fifth-wheel coupling, factory reconditioned exchange service and spares. London Rd., Ware, Herts. Ware 489. 784-612

COMPLETELY reconditioned Scammell trailer under-carriage service; exchange, immediate delivery. **SCAMMELL** coupling mechanism or unit reconditioned in two hours. **WRITE** or phone for illustrated brochure.

MERRIWORTH (ENGINEERING), LTD., London Rd., Stone, Dartford, Kent. Dartford 2810. 784-635

SPARE PARTS AND SUPPLIES

A.E.C.

USED UNITS, Whitefield, Burnley (phone 2262). Spares for all commercial and passenger chassis. 784-946

£10,000 Of A.E.C. spares for the following models: 853, 8853, 854, 8854. Axles, gearboxes, pistons, liners, etc. **WRITE** or phone for lists. Auto-Units (Ealing), Ltd., Derwent Rd., Ealing, W.5. Ealing 5108, 9858. 784-259

ALBION

USED UNITS, Whitefield, Burnley (phone 2262). Spares BYN127, 473, CX550, 557, AZ5L, 553. 784-947

FORD AND SLATER, LTD.

GWENDOLEN ROAD,
LEICESTER 36117-9.

ALBION SPARES.

LARGE STORES FACILITIES AVAILABLE FOR
ALBION USERS. 784-432

ALBION gearboxes for FT3, brand new, £25 each. Crossroads Commercial, Ltd., Gildersome, near Leeds. Phone, Morley 444, 602 and 1204. 784-213

ATKINSON

CROSSROADS COMMERCIALS, LTD. Exchange diff. for Atkinson, Gildersome, near Leeds. Morley 444, 602 and 1204. 784-212

AUSTIN

AUSTIN SPARE PARTS.
STOCKS FOR ALL MODELS CARS AND TRUCKS

THE CAR MART, LTD.

LONDON DISTRIBUTORS.
WELSH HARP, EDGWARE ROAD, N.W.9.
(HENDON 6500.)

AND AT

16 UXBRIDGE ROAD, EALING, W.5.
(EALING 6600.)

AND

382 STREATHAM HIGH ROAD, S.W.16.
(STREATHAM 0054.)

AND

163 BROMLEY ROAD, CATFORD, S.E.6.
(HITHER GREEN 6111.)

USED UNITS, Whitefield, Burnley (phone 2262). For K2, 3, 4 models. 784-948

DISMANTLING the following models: K2, 3 and 6 by 4, 4, L. A. Rich, Goldhams Lane, Cherry Hinton, Cambridge. Phone 87597. 792-6673

J. GIBBS, LTD.

AUSTIN DISTRIBUTORS
AND MAIN PARTS STOCKISTS.

LONGBRIDGE HOUSE,

BEDFORD, FELTHAM, MIDDLESEX.
Feltham 6644 (five lines). 784-0880

RECONDITIONED engines complete with accessories except carburettors, for 8 by 4 and 4 by 2, £25 each; new cylinder blocks with pistons and bearings, £12 10s.; crankshafts, £8 10s.; pistons with rings, £30 and £60. 8s.; gearboxes, £10; 6 by 4 auxiliary gearboxes, £12 10s.; rear-axle assemblies, £32. L. W. Vass, Ltd., Ampthill, Bedford. Ampthill 3255. 784-710

BREAKING 1945 5-ton Austin, 1954 Loadstar engine; all parts cheap. 126 Park Lane, N.17. Week-ends only. 784-283

AUSTIN K2 reconditioned radiators, £7 each. Keller, 48 Laburnum Rd., Merton, S.W.19. Lib 6739. 784-437

A54

Spare Parts and Supplies (contd.)

C. G. NORMAN (COMMERCIAL), LTD.

OFFICIAL AUSTIN DISTRIBUTORS.
Main Spare Parts Stockists.

AUSTIN SPARE PARTS AND COMPONENTS.

50 VAUXHALL BRIDGE ROAD,

LONDON, S.W.1
Victoria 2211. 784-0764

WHOLESALE stockist. Prynn and Stevens, Ltd., 57 Acre Lane S.W.2 Brixton 1155. 784-807

BEDFORD

USED UNITS, Whitefield, Burnley (phone 2262). Spares suitable for all models. 784-949

COACHES AND COMPONENTS, LTD.

93-94 STAMFORD HILL,
LONDON, N.16.

Stamford Hill 8444 (five lines).

BEDFORD MAIN DEALERS.

PASSENGER AND COMMERCIAL VEHICLES.

FULL range of genuine spares and exchange units—quick repairs and breakdown service. 784-676

CROSSROADS COMMERCIALS, LTD.

NOW HAVE FOR SALE ANOTHER BATCH OF

500 EX-MINISTRY BEDFORD ENGINES.

28 H.P. COMPLETE WITH DYNAMO, STARTER,
FLYWHEEL, CLUTCH, ETC., IN CASES.

£25 EACH.

Cheque with orders. Money returned if not satisfied.

CROSSROADS COMMERCIALS, LTD.

GILDERSOME, NR. LEEDS.

Phone, Morley (nr. Leeds) 444, 602 or 1204. 784-6705

CROWN wheels and pinions for Bedford QL, £6 each. L. W. Vass, Ltd., Bedford. Ampthill 3255. 784-616

JOHNSON-ROBERTS, LTD. have been supplying exchange Bedford 28 h.p. "Short Motors" for 16 years. Why not try one for yourself. £24 net trade or £26 10s. with sump and reconditioned oil pump. Every cylinder block is tested and surface ground. For full details, write or phone London's oldest-established engine reconditioning concern. Johnson-Roberts, Ltd., 12 Pembroke Rd., Horney, N.8. Phone, Mountview 0111-4. 784-799

REAR axle assembly, new or works reconditioned, for Bedford Q model, ratio 6-41, £35. Premier Supply, 238E Worpleston Rd., Guildford. 784-717

BEDFORD QL spares, assemblies and axles, engines. Main and transfer boxes and all other spares. **MERTON ENGINEERING CO., LTD.**, Faggs Rd., Feltham, Middx. Feltham 3045. 784-966

BEDFORD QL spares, engines, gearboxes, transfer boxes, etc. Also complete vehicles with winches. Martindale, Cross Hall Works, Chorley, Lancs. Chorley 3504. 784-782

BEDFORD O.W.B. and O.B. spares for disposal. What offers! Box C.M.843, care of "The Commercial Motor." 785-6796

BEDFORD 28 h.p. engines, used, ex-Ministry, complete with all accessories, in crates, £10 each. Bedford 28 h.p. sound used spares: Cylinder heads, complete with valves, £4; 12-v. starters, 30s.; distributors, £1; water pumps, 30s.; pressure plates, 30s.; block and crank assembly, £5. All parts taken from low-mileage, ex-Government vehicles. Forge Garage, Ousden, Newmarket. Phone, Ousden 259. 785-8258

CHEVROLET

COMPREHENSIVE stock of spares and replacement units for Canadian, Chevrolet, Don Everall, Ltd., Chevrolet Distributors, Cleveland Rd., Wolverhampton. Phone 21213. 782-400

Spare Parts and Supplies (contd.)

JAY-GEE. JAY-GEE. JAY-GEE.

J.G. AUTO SPARES CO. for ex-W.D. Chevrolet engines and parts, gearboxes, axles, axleshafts, transfer boxes and clutch plates.

IF FOR PARTS YOU'RE IN A FIX,
RING RIVERSIDE 3 6 5 6.

J.G. AUTO SPARES CO. 109-111 Fulham Palace Rd., London, W.6. Cable, Carpalcol, London. 784-829

JAY-GEE. JAY-GEE. JAY-GEE.

C.D.S. TRADING CO., LTD. have large quantities of spares in stock for all types of vehicles. Overseas inquiries given special attention. Write or phone for our stock list. 272-274 London Rd., Wallington, Surrey. Wallington 5561-3. 784-486

COMMER

USED UNITS, Whitefield, Burnley (phone 2262). Spares for N and Q and QX models. 784-950

SMITH AND BLACKWELL, LTD., 325 Essex Rd., Islington, N.1. Canonbury 6451-2-3. Commer repairs and spares. 784-966

£20,000 New spares in stock. Herts distributors, W. Waters, Hatfield. Phone 2711. 784-0414

CONTAY FOR COMMER.

ROOTS PARTS—SALES—SERVICE.
FOR IMMEDIATE REQUIREMENTS.

Phone, Waterloo 6162-3.
164A SOUTHWARK BRIDGE ROAD, LONDON, S.E.1. 784-622

RAY POWELL, LTD.

MAIN COMMER AND KARRIER DEALERS.
FOR YOUR IMMEDIATE PARTS REQUIREMENTS.

FULL REPLACEMENT SERVICE AVAILABLE
FROM OUR £60,000 STOCK.

SPARES DEPT. OPEN MON-SAT. 8.30-5.30.

FAIRLOP ROAD, LONDON, E.11.

LEY 5533 (10 LINES).

EASTERN AVENUE, ILFORD, ESSEX.

VAL 0123 (10 LINES). 784-761

COMPLETE stock of new and used parts for N1-2-3, Q2, Q4, Q25, 8-cwt., and all ex-W.D. models. Exchange engines, gearboxes, pumps, etc. New wings and cab. R. J. Grimes, Ltd., Hadleigh Garage, Maripit Lane, Coulsdon, Surrey. Uplands 3637. 784-720

ESCOTT AND CO. (BRITTON), LTD., 100% Commer service. Spares and exchange units. Brixton 5407-8. 53 Acre Lane, London, S.W.2. 784-736

NEW Commer Q4 crankshafts, £8 10s.; cylinder blocks with pistons and main bearings, £8; connecting rods with bearings, 15s.; pistons with rings, 10s.; radiators, £8; works reconditioned engines with accessories, £40 each; new front axles, £7 10s. L. W. Vass, Ltd., Ampthill, Bedford. Ampthill 3255. 784-916

CROSSROADS COMMERCIALS, LTD. Now breaking 1953 Commer QX 7-tonner, all spares. Gildersome, near Leeds. Phone, Morley 444, 602 and 1204. 784-213

DENNIS

USED UNITS, Whitefield, Burnley (phone 2262). Spares for Lancet, Ace, Pax and Max models. 784-951

DENNIS Max diff. assemblies, Max 5-speed gearboxes and 4-speed gearboxes, front axles, radiators, 5-speed gears, crankshafts, hubs and half-shafts, and all other parts available, all brand new. Phone, Mitcham 6212. 784-703

DENVER MOTORS, LTD.

DISTRIBUTORS.

HARROW ROAD, LEYTONSTONE, E.11.
BARWICK FORD, NEAR WARE, HERTS.

Spare parts, exchange units for all models, repairs. Breakdown service.

All classes of bodywork in our coachworks.
Phone, Maryland 3381; Much Hadham 298. 782-0761

Spare Parts and Supplies (contd.)

COACHES AND COMPONENTS, LTD.

465-475 HOLLOWAY ROAD,
LONDON, N.7.
Archway 2647 (five lines).

THE PASSENGER AND COMMERCIAL VEHICLE
SPECIALISTS.

GENUINE spares and exchange units, repairs, bodywork
painting. 222-677

OLD TRAFFORD MOTOR ENG CO. LTD.

TALBOT ROAD, MANCHESTER, 16.
Phone: Trafford Park 0549. 222-684

PERRIS AND KEARON, LTD., 180-2 Vine St., Liver-
pool, 7. Royal 4262 3-4. Full range of spares and
service units always available. 24 hours' breakdown
service. 821-6463.

DISMANTLING several Dennis Max Diesel lorries, all
parts available. Rush Green Motors, Langley,
Hitchin, Herts. Stevenage 175. 784-67

DIAMOND T

COMPREHENSIVE range of spare parts for all ex-W.D.
models, petrol and Diesel, many at specially reduced
prices. Diamond T Motors, 414 London Rd., Isleworth.
Phone: Hounslow 7153. 222-72

DODGE

USED UNITS, Whitefield, Burnley (phone 2262).
Spares for 3-, 4- and 6-ton models. 222-952

AUTOMOTIVE SERVICES, LTD.

DISTRIBUTORS FOR DODGE.

COMPLETE spare parts service for English and
Canadian models; parts dispatched by return post on
passenger train; exchange engines, clutches, dynamo
starters, distributors and carburettors always in stock.

50A OVERDALE ROAD,

EALING LONDON, W.5.

Phone, Ealing 3652. 222-827

COOMBS COMMERCIALS (GUILDFORD), LTD

DODGE DISTRIBUTORS.

We specialize in Service Units.

Unrivalled Stock

of

Genuine Dodge Spares

LIKE THE DODGE YOU CAN DEPEND

ON COOMBS.

COOMBS COMMERCIALS (GUILDFORD), LTD

PORTSMOUTH ROAD,

GUILDFORD.

Phone 62907 (three lines). 222-907

KINGSTON-ON-THAMES. Dodge distributors.
Exchange units. Huge stocks petrol and Diesel spares
Globe Auto Service, Ltd., Vicarage Rd., Hampton Wick
Kin 6895. 222-724

L. A. MITCHELL (MOTORS), LTD.,

DODGE DISTRIBUTORS.

PERKINS SIGNHOLDERS.

£20,000 worth of spare parts and exchange units for
Dodge trucks and Perkins Diesel engines.

PROMPT DISPATCH.

IF ITS DODGE—MITCHELL'S YOUR MAN!

1 BALHAM HIGH ROAD, S.W.12. Phone, Bal 2234.
784-98

C.D.S. TRADING CO., LTD., have large quantities
of spares in stock for all types of vehicles.
Overseas inquiries given special attention. Write or phone
for our stock list. 272-274 London Rd., Wallington,
Surrey. Wallington 5561-3. 222-487

E.R.F.

USED UNITS, Whitefield, Burnley (phone 2262).
spares for C14, C15, C16 and OE14 models. 222-953

FALCON ENGINEERING CO., LTD., Empire Works,
Leeds, and Bradford Rd., Bramley, Leeds. Phone.
Pudsey 2812.

YORKSHIRE distributors E.R.F. commercial vehicles,
sales and service. 222-836

THE HARITH MOTOR ENGINEERING CO., LTD.
Sales, spares, service, Rugby St., Broughton Lane
Manchester, 7. Phone, Blackfriars 9664-5. 222-707

BREAKING up 1939 O.E.4 E.R.F., state requirements
and price offered. J. Brewster and Co., Ltd., Brunel
St., Newcastle upon Tyne, 4. 784-x2277

CROSSROADS COMMERCIALS, LTD. Exchange
differentials, 665 each. Gildersome, near Leeds.
Phone, Morley 444, 602 and 1204. 784-221

FODEN

USED UNITS, Whitefield, Burnley (phone 2262).
OG and DG units and spares. 222-954

COMPREHENSIVE range of all Foden and Gardner
spare parts. Gardner exchange engines in stock.
HAZLEMER MOTOR CO. (WALTHAM ABBEY,
LTD.) Phone, Waltham Cross 2275-6-7. 222-905

Spare Parts and Supplies (contd.)

C.D.S. TRADING CO., LTD., have large quantities
of spares for all types of vehicles. Overseas
inquiries given special attention. Write or phone for our
stock list. 272-274 London Rd., Wallington, Surrey.
Wallington 5561-3. 222-488

CROSSROADS COMMERCIALS, LTD., dismantling
8-wheelers for spares, exchange diff. for all models.
Gildersome, near Leeds. Phone, Morley 444, 602 and
1204. 784-215

FORD

USED UNITS, Whitefield, Burnley (phone 2262).
ET6 7V Canadian WCT/2/3/6. 222-955

DISMANTLING the following models: WOT 1, 2, 3
and 6, also Canadian. L. A. Rich, Coldhams Lane,
Cherry Hinton, Cambridge. Phone 87597. 792-6674

GARDNER

BRISTOL MOTOR CO., LTD., Ashton Gate, Bristol. 3
Phone 64013. Gardner recommended repairs, recon-
ditioned exchange engines, LK and LW, dynamometer
tested and guaranteed; cylinder blocks, heads, crankshafts,
etc. Large stock of engine spares. 222-0958

GARDNER LW and LK service; exchange engines,
dynamometer tested, six months' guarantee, fitted at
week-ends if required.
TILSLEY AND LOVATT, LTD., Newstead Trading
Estate, Trentham, Stoke-on-Trent. Phone, Stoke-on-
Trent 59861. 222-986

THE ROAD TRANSPORT ENGINEER

Edited by G. Mackenzie Junner
Editor of "The Commercial Motor"

Demy 8vo Cloth Boards. Illustrated.

Obtainable from Booksellers 21s. net
or direct from the Publishers (postage 1s.).

TEMPLE PRESS LIMITED
Bowling Green Lane, London, E.C1

GARDNER reconditioned dynamometer-tested service
engines 4LK and LW series, available for exchange.
GARDNER 5LW 3-bore cylinder blocks, parts No. 1/1/15
and 16 new, unused, ex-M.O.S., £14 10s. each.

BEECH'S GARAGE (HANLEY), LTD., Hope St.,
Hanley. Stoke-on-Trent 25249 and 25240. 784-12

REPLACEMENT Gardner engines, spares and skilled
service for all Diesels, breakdown equipment for any
type of machine.

RYLAND GARAGE, LTD., Ryland St., Birming-
ham, 16. Edgbaston 4501-3. Grams, "Diesel".
787-6804

G.M.C.

COMPREHENSIVE stock of spares, parts and replace-
ment units for G.M.C. Don Everall, Ltd., distribu-
tors, Cleveland St., Wolverhampton. Phone 23212.
222-401

J.G. AUTO SPARES CO. for all G.M.C. spares, large
stock and prompt service, 109 Fulham Palace
Rd., London, W.6. Riverside 3656. 784-828

GUY

USED UNITS, Whitefield, Burnley (phone 2262).
New and used spares available for Wolf, Vixen, Otter,
Arab, Warrior and Invincible. 222-956

WIGGS AND SONS, LTD., for Guy sales, spares and
service. 179a Peckham Park Rd., S.E.15. New Cross
1241. 222-744

JEEP

LARGE stocks of Jeep spares at half list price; 24-hour
postal service.
COMMERCIAL VEHICLE SPARES, 94b Balham High
Rd., Balham, London, S.W.12. Phone, Balham 4051.
222-625

LEYLAND

USED UNITS, LD., Whitefield, Burnley (phone
2262). Most units and spares, passenger and com-
mercial. 222-957

LEYLAND Lynx and Retriever differential assemblies,
in original cases, £20 each; bronze worm wheels,
£12 10s. each; Retriever axle shafts, £2 10s. each. L. W.
Vass, Ltd., Ampthill, Bedford. Ampthill 3255. 222-617

CROSSROADS COMMERCIALS, LTD. 1949 Comet
now being dismantled. Exchange differentials for all
Leylands. Gildersome, near Leeds. Phone, Morley 444,
602 and 1204. 784-216

Spare Parts and Supplies (contd.)

FORD AND SLATER, LTD.

GWENDOLEN ROAD,
LEICESTER 36117-9.

LEYLAND SPARES.

LARGE STORES FACILITIES AVAILABLE FOR
LEYLAND USERS. 222-433

ARLINGTON

SAME-DAY SERVICE.
COMPREHENSIVE STOCKS
DAILY COLLECTIONS FROM
LEYLAND MOTORS, LTD.
SAVE TIME AND EXPENSE.

USE OUR CENTRAL LONDON PARTS DEPOT.

25-27 VAUXHALL BRIDGE ROAD,
LONDON, S.W.1.
Phone, Vic 6033-4-5.

ARLINGTON MOTOR CO., LTD.

ALSO AT PONDERS END, ENFIELD; SUDBURY,
SUFFOLK; CARDIFF AND WALTHAM CROSS,
HERTS. 222-6888

£15,000 Of Leyland PD1 and A.E.C. spare parts
to hand. Export inquiries welcomed.
Passenger Vehicle Traders, Ltd., 1A Seagrave Rd., Fulham
82 1. 784-410

MAUDSLAY

USED UNITS, LTD., Whitefield, Burnley (phone 2262).
Most units and spares, passenger and commercial. 222-958

MAUDSLAY.

SPECIALISTS REPAIR SERVICE FOR
COMMERCIAL VEHICLES.

COMPREHENSIVE RANGE OF SPARES AND
ASSEMBLIES; CROMARD LINER STOCKISTS.
HARTBRIDGE EQUIPPED DIESEL WORKSHOP.
C.A.V. AND SIMMS SPARES.

TOWER BRIDGE GARAGE (ENGINEERING), LTD.

178A TOWER BRIDGE ROAD, S.E.1.
Phone, Hop 0461-2-3, 3228. 222-601

MEADOWS

WIGGS AND SONS, LTD., invite you to save by
converting to Meadows Diesel. We are the conver-
sion distributors for London and Home Counties. This
reliable, economical and well-proved engine is suitable for
fitting to most makes of vehicle. All Meadows 4DC330
engine spares available from stock. 179a Peckham Park
Rd., S.E.15. New Cross 1241. 222-933

CROSSROADS COMMERCIALS, LTD. Exchange
differentials, 665. Gildersome, near Leeds. Phone.
Morley 444, 602 and 1204. 784-220

MORRIS AND MORRIS COMMERCIAL

USED UNITS, LTD., Whitefield, Burnley (phone 2262).
All models. 222-959

MORRIS COMMERCIAL SERVICE PARTS.

MOST COMPREHENSIVE STOCKS IN THE LONDON
AREA

STEWART AND ARDERN, LTD.,

MORRIS HOUSE,
THE VALE, ACTON, W.3.
Shepherd's Bush 3130.

AND AT

MORRIS HOUSE, 200 BROMLEY ROAD, S.E.6.
Hither Green 4482.

MORRIS HOUSE, 543 HIGH ROAD, ILFORD
Ilford 2225.

MORRIS HOUSE, HIGH ROAD, TOTTENHAM, N.15.
Stamford Hill 1234. 222-745

RECONDITIONED Morris-Commercial 4-cylinder
24.8 h.p. side-valve engines c/w accessories, £25.
6-cylinder 25 h.p. ditto, £25. L. W. Vass, Ltd., Ampthill,
Bedford. Ampthill 3255. 222-731

1950 Morris-Commercial 5-ton long-wheelbase chassis
and cab, recent reconditioned engine, can be
heard running, £100.

ERRINGTONS, Evington, Leicester. Phone 38102-3.
784-373

OIL-ENGINED SPARES

USED UNITS, LTD., Whitefield, Burnley (phone 2262).
All makes of oil-engined spares. 222-960
A55

Spare Parts and Supplies (contd.)

PERKINS

USED UNITS, LTD., Whitefield, Burnley (phone 2262).
All spares available. zzz-961

HALLS (FINCHLEY), LTD., official signholders, have the most comprehensive range of Perkins and Seddon spares in London and the Home Counties. Phone, write or call for orders to:—

HALLS (FINCHLEY), LTD.,
ARCADIA AVENUE,
FINCHLEY CENTRAL, LONDON, N.3.
Finchley 5908 (five lines). zzz-828

WIGGS AND SONS, LTD., official signholders, sales, spares and service, new and exchange engines, conversions expertly carried out. 197a Peckham Park Rd., S.E.15. New Cross 1241.

USED and new spares for all models Perkins engines. Main agents—
CHURCH ROAD MOTORS, Hadleigh, Essex. Phone 57271. zzz-691

COACHES AND COMPONENTS, LTD.,
465-475 HOLLOWAY ROAD, LONDON, N.7.
Archway 2647 (five lines).

A's official signholders we hold a full range of genuine spares and exchange units. Conversion specialists. zzz-675

P6 Heads part-exchange service. (Your old cracked scrap head accepted). All valve seats built up and precision ground to standard (not inserts), new guides fitted, surface ground, pressure tested, guaranteed. Greatly reduced price against new.
ANGELL AND WILLIAMS (PECKHAM), LTD.,
Summer Rd., S.E.15. Rodney 3559. zzz-796

ROWE HILLMASTER

WIGGS AND SONS, LTD., sole distributors for this Meadows-engined vehicle. For sales, spares and service, 179a Peckham Park Rd., S.E.15. New Cross 1241. zzz-935

SCAMMELL

USED UNITS, Whitefield, Burnley (phone 2262).
Spares for 8- and 6-wheelers, also MH3 and H.M. zzz-962

Scammell Wanted

WANTED, good selection new surplus parts, ex-W.D. Scammell 30-ton chassis. Offers to Box CM688, care of "The Commercial Motor." zzz-718

SEDDON

USED UNITS, Whitefield, Burnley (phone 2262).
Most spares available. zzz-963

BRENTWOOD ENGINEERING CO., LTD., distributors for Essex. Phone, Brentwood 3320. zzz-773

HALLS (FINCHLEY), LTD., SEDDON distributors, have the most comprehensive range of Seddon and Perkins spares in London and the Home Counties. Phone, write or call for orders to:—

HALLS (FINCHLEY), LTD.,
ARCADIA AVENUE,
FINCHLEY CENTRAL, LONDON, N.3.
Finchley 5908 (five lines). zzz-837

DISMANTLING 1948 articulator, chassis No. 2566, all parts. Copeland Transport, Albert Rd., London, S.E.25. Add 1155. 784-x2446

CROSSROADS COMMERCIALS, LTD. Spares for all models, including complete differentials, £25; half-shafts, £3 10s. Gildersome, near Leeds. Phone, Morley 444, 602 and 1204. 784-211

DISMANTLING 1950 Seddons, heavy-duty type, all spares available. 9 Newthorpe Common, Eastwood, Notts. Langley Mill 2623. 784-287

SENTINEL

USED UNITS, Whitefield, Burnley (phone 2262).
Most spares available. zzz-964

WIGGS AND SONS, LTD., for Sentinel sales, spares and service. All Diesel types and models. 179a Peckham Park Rd., S.E.15. New Cross 1241 (10 lines). zzz-36

DISMANTLING 1952 short-wheelbase tipper, all parts available.
WEST TOWN DIESELS, Broad Street Garage, Dewsbury. Phone 3544. 784-315

THORNYCROFT

USED UNITS, Whitefield, Burnley (phone 2262).
Units and spares for Sturdy and Truist, etc. zzz-965

NR6 Diesel engine, front and rear axles, etc. for Amazon-class Thornycroft-Coles cranes, Longdon Transport Equipment Co., Ltd., Longdon, Stoke-on-Trent. Phone 33231. 789-6772

STURDY 1944 5-6-ton, box body, not great mileage, used for C licence, very reasonable condition. £225. Walton, Haswell and Post, Ltd., Gulliver 5443. 784-94 456

Spare Parts and Supplies (contd.)

VULCAN

USED UNITS, Whitefield, Burnley (phone 2262).
Spares for 5VF, 6VF and 6PF models. zzz-966

WIGGS AND SONS, LTD., for Vulcan sales, spares and service. Service units, exchange engines, etc. 179a Peckham Park Rd., S.E.15. Phone, New Cross 1241 (10 lines). zzz-937

FORD AND SLATER, LTD.

LARGE AND COMPREHENSIVE STOCK OF SPARES AND SERVICE UNITS FOR R6VF, 6PF AND 7GF MODELS.

G'WENDOLEN ROAD,

LEICESTER 36117. zzz-582

HIGH CROSS SERVICE GARAGE, LTD., for Vulcan and Perkins spares service. Exchange engines and units from stock. High Cross Rd., Tottenham, N.17. Phone, Tot 4317. 789-1111

6VF Vulcan half-shafts, £5 each. Crossroads Commercial, Ltd., Gildersome, near Leeds. Phone, Morley 444, 602 and 1204. 784-222

UNCLASSIFIED

USED UNITS, Whitefield, Burnley (phone 2262).
Engines, gearboxes, axles, springs, wheels, most makes. zzz-967

SPARES available for Diesel and petrol-engined vehicles; also large quantities of spares for W.D. vehicles. C. Morgan and Son, Waltham Chase, Southampton. Phone, Bishop's Waltham 133. zzz-895

A.E.C., Perkins, Dodge operators. We carry comprehensive stocks of spares and vehicles. PHILLIPS MOTOR SERVICES (SHEFFIELD), LTD., 443 Handsworth Rd., Sheffield, 18. Phone, day 42555, night 42260, 40363. zzz-964

BURTS MOTORS have engines, axles, gearboxes and 9 differentials for most ex-W.D. vehicles.
BURTS MOTORS have huge stocks of second-hand engines, gearboxes, rear axles and other parts of all makes of commercial vehicles, including Austin, Bedford, Chevrolet, Commer, Dodge, Ford, Guy, Morris, Studenbaker, etc. Full range of accessories stocked. Competitive prices. 1-7 High St., Colliers Wood, S.W.19. Liberty 2661 and 4723. zzz-932

LAMMAS MOTORS.

COMMERCIAL motor specialists, have a large stock of spare parts of every description.
LAMMAS MOTORS (REGD.), of 63 Garratt Lane, S.W.18. Phone, Vandyke 3909, 2955. zzz-990

A Large stock of both new and second-hand spares available.
CHARLES COPPOCK, LTD., The Garage, Elm Grove, Cross St., Sale, Cheshire. Phone, Sale 5633. 784-96

TOWING bars, heavy duty, 8 ft. long, £5 each, carriage free. Send for further details. Below.
VULCAN P6 best dismantled, twin-arm tipper, 6VF, 1948.
MEADWAY SPARES, Bordesley Green Rd., Birmingham 9. Victoria 4933. 784-53

DISMANTLING A.E.C., Foden, E.R.F., Maudslay, Dennis, Max and Jubilation, Thornycroft, TR6 8-wheeler, Trident and Sturdy, Leyland, Albion, Seddon, Thames E6 and most other makes. Let us quote you.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 784-68

PERKINS to Ford. Flywheel clutch housing, rad. front cross member, £25. Two Bedford 28 h.p. engines and gearboxes complete £20 each. Three Commer C2 engines, complete, £12 10s. each. Gale, 22 Ackender Rd., Alton, Hants. Alton 3104. 784-xD2614

GARDNER 4LK with David Brown gearbox, £75. 3LW with box, crack outside, £60. Butlin, Keyes Meadow, Bicester Rd., Adderbury, Banbury. 784-xD2613

BREAKING, Ex-W.D. Bedford 3-tonner, Commer O4 5-tonner, Ford WOT I.A., 1939 Bedford short-wheelbase tipper. Gale, 22 Ackender Rd., Alton, Hants. Alton 3104. 784-xD2614

COMMER 1950 7-ton double-ram tipper, Vulcan 7-ton chassis-cab, Austin double rear axle, double-ram tipper. What offers. Trinity Street Garage, Sheffield, 3. Phone 22594. 784-192

SPARE parts for all commercial vehicles. Diesel or petrol. T. and F. Motors, Ltd., 2a Pooles Park, London, N.4. Phone, Archway 4582. 784-242

EX-W.D. SPARES

A NAME WORTH KNOWING.

CUNDEY AND STEWART, LTD.

ALFRETON, DERBYSHIRE.
Phone, Leabrooks 477.

THE EX-W.D.

DEALERS AND DISMANTLERS.
4 BY 4 SPECIALISTS. 6 BY 6.

VEHICLES. SPARES. TYRES. zzz-793

USED UNITS, Whitefield, Burnley (phone 2262).
Most parts available. zzz-968

AUTO UNITS (EALING), LTD. We have large stocks of spares for most U.S.A. commercial vehicles.
UTO UNITS (EALING), LTD., Derwent Rd., Ealing, W.S. Ealing 5108. zzz-710

Spare Parts and Supplies (contd.)

EX-W.D. Bedford lorries, in excellent condition, some fitted with rear wheels, from £79 to £95. 19-27 Swan Rd., Hanworth, Middx. Phone, Feltham 2598. 784-436

AXLES (FRONT AND REAR)

USED UNITS, Whitefield, Burnley (phone 2262).
For axles of all makes and types. zzz-969

J.G. AUTO SPARES CO. New and second-hand Eaton 2-speed axles, Dodge, Ford, Large stocks of G.M.C., Chevrolet, Ford and other axle parts.
W. RITE, call 109-111 Fulham Palace Rd., London, W.6. Phone, Riverside 3656. zzz-613

REAR axles available for A.E.C. Matador, Austin 6 by 4, Austin K5 Bedford QL, Leyland Retriever, also B.M.C. differential units.
C. MORGAN AND SON, Waltham Chase, Southampton. Phone, Bishop's Waltham 133. zzz-753

BALL BEARINGS

BALL and roller bearings, all types and sizes. Largest stock, lowest prices. Same-day dispatch. Claude Rye Bearings, 895-921 Fulham Rd., London, S.W.6. Renown 6174 (ext. 24). 784-425

BATTERIES (Accumulators)

NEW 6-VOLT BATTERIES.

EX-W.D., 1, 15, 17 plate.
HEAVY DUTY. LIST PRICE £8 3s.

OUR PRICE

£4 EACH.

J. T. LEAVESLEY, LTD.

ALRESWAS.
PHONE 354-5-6. 785-6771

FOR sale, mahogany cased new Dagenite batteries, 24 volts, 170 amp. hours, dry Purvic separators, measurement 31 in. by 15 in. by 16 in., ideal for storage batteries or vehicle use; masonry cost £70, our price £35. Special quotation for quantities.
R. E. TREM AND CO., LTD., Bawtry Rd., Farningham, nr. Doncaster. Phone, Farningham 203, 204. 785-6783

BATTERY CHARGERS

QUANTITY 20 as new battery chargers, G.E.C. ZB0538 FCH 15 amp. 250 volt, £15 each o.n.o.
BAKER STREET TRADING CO., LTD., 53 Brompton Rd., S.W.3. Phone, Kensington 0026. 784-25

BODIES AND COACHWORK

G. C. SMITH (COACHWORKS), Long Wharton, Loughborough, Leics. Specialists in composite and all-metal bodywork. Phone, Hathern 291-2. zzz-671

New light-alloy Luton body, 1,250 cu. ft., suit B.M.C., Bedford, Ford, etc.; due to cancellation of order this quality job is offered at less than cost by bodybuilders. Two-year guarantee.
FREIGHT ENGINEERING CO., Cray Rd., Sidcup, Kent. Phone, Footscray 6851. 784-6747

IF IT'S URGENT.

PHONE BRITTON 2233 (FIVE LINES).

FOR craftsman built truck, tipper, van and container bodies, alterations, repaints, etc.
ACCIDENTAL or general repairs.

SPECIALISTS in the construction of maximum permitted length bodies with steel rear chassis frame extensions (for all makes of vehicles).

TOUGH, lift-off container bodies (insulated or non-insulated) and 5-cu.-yd. Bedford tipping bodies are normally available from stock.

TRADE AND ALL INQUIRIES AND VISITORS WELCOME.

RICE ENGINEERING CO., LTD.

OAKHALL BODY WORKS,
27 COLDHARBOUR LANE, S.E.5.
(Adjacent to Camberwell Green.) zzz-940

CLEMENT BUTLER AND CROSS, LTD., for high-class commercial bodies, body reconstruction and repairs; expert work. Glenhurst Rd., Brentford. Ealing 4511-4512. zzz-885

FOR disposal, one 16-ft. insulated metal carrying container with hanging rear. Silverdale Motor Bodies, Ltd., York Rd., Birmingham, 28. Phone, Springfield 4466. 785-6751

NEW 4-yd. steel U-shaped bodies with Edbro 2LN gear, suit Ford 4D or similar, bargain, £145. John Jordan, Sandy, Beds. Phone 271. 784-45

LARGE quantity brand-new Anthony tipping bodies, 5 and 6 cu. yd., for fitting to Ford Trader, less than half price.
PHONE or write, Auto-Units (Ealing), Ltd., Derwent Rd., Ealing, W.5. Ealing 5108, 9858. 784-261

BEDFORD 5-ton truck body with welded steel floor, good condition, £18. 58 Sken Hill, London, S.W.18. Putney 6591. 784-6803

ALL-STEEL body, 11 ft. long, 7 ft. wide, 4 ft. deep, short wheelbase, Geo.-H. Kendrick, Ltd., Carriers Street Garage, Sheffield. Phone 22594. 784-193

Bodies Wanted

WANTED, tipper body for Bedford 7-ton S model, short wheelbase. Geo.-H. Kendrick, Ltd., Carriers Green, West Bromwich 9778. 784-132

Spare Parts

WANTED up side tipping condition. O 1 hampton Rd., well 2871.

LUTON van 1,000 cu. ft. Hill, London, M.

BRAKE lining 134 in. by 1,000 cu. ft. Ld., Amphil.

LONDON, Late night engineering C. S.W.12. Baiter

PRALLS (breakdown handling of)

LONDON at salvage Leytonstone.

BRISTOL, Heaviest work, A.C.V. Foden repair, Phone, day 3521. A LMA GA Bristol, 2

HEAVY re 10 p.m. ROSS GA Seddon Phone 24671.

SOUTH M breakdown

24 Hours' availability speciality ENNIS 745.

SURREY, mobile c. H. MO D. Farnham

GUARAN mately 10 order six; Ld., Rock

USED U Goods

NEW VUL Dartford

COMMER dition Phone 2259

BRAND doors; PHONE Rd., E

REB etc. R. Litt R. Lanc

1949 Archway 2

BEDFOR pleis Manor Rd

USED Vast from stock

AMERIO long t winches. 4

GARWOD each 5

WOOD Man Essex. 5

COLES condi of two, Nottingham

21/TO 4.6 Hornchurch

5-TON Wial

WANT ham

Spare Parts and Supplies (contd.)

WANTED urgently, Bedford short-wheelbase steel drop-side tipping body, 5-ton A model; must be sound condition. O. T. Jackson Motors, Ltd., 855 New Wolverhampton Rd., Langley, near Birmingham. Phone, Broadwell 2871.

LUTON van body wanted for 5-ton Bedford, 800 to 1,000 cu. ft., must be in sound condition. 58 Skeen Hill, London, S.W.18. Putney 6590. 784-6802

BRAKE LININGS

BRAKE linings, 15 in. by 4 in. by 1 in., 5s. per piece; 13 1/2 in. by 2 1/2 in. by 1 in., 3s. per piece. L. W. Vass, Ltd., Amphill, Bedford. 222-0872

BREAKDOWN SERVICE

LONDON. Heavy recovery and breakdown organization. Late night service. Phone or call. The Nightingale Engineering Co., Ltd., Atkinson Distributors, Bisham, S.W.12. Battersea 2193. 222-6229

PRALLS (HEREFORD), LTD., Hereford. Heavy breakdown ambulances available. Experts in the careful handling of coaches. Phone, Hereford 4221 (six lines). 222-949

LONDON and Herts heavy breakdown ambulances and salvage equipment service. Denver Motors, Ltd., Leytonstone. Maryland 3381. Much Hadham 298. 222-6220

BRISTOL and Weston-super-Mare

HAVIEST breakdown equipment in the West of England; 24-hour service for all types of recovery work. A.C.V. official repairers and authorized dealers. Foden repairs and spares service. Diesel specialists. Phone, day and night, Bristol 77667; and Weston-super-Mare 3521. 805-6028

ALMA GARAGES (BRISTOL), LTD., 74 Feeder Rd., Bristol, 2; and 170 Locking Rd., Weston-super-Mare 3521. 805-6028

HEAVY recovery and breakdown services, 6 a.m. to 10 p.m. service.

ROSS GARAGES (SALES), LTD., Atkinson and R. Seddon main distributors Penarth Rd., Cardiff. Phone 24671. 222-863

SOUTH MIDLANDS The London Road Garage, heavy breakdown service. Phone, Stony Stratford 2114. 805-6028

24 Hours recovery service, six heavy breakdown vehicles available; skilled operating staff. Heavy commercials on speciality; also coaches.

DENNIS GARAGE, LTD., Wisbech. Phone, Wisbech 745. 222-0766

SURREY, Hants. Very heavy recovery equipment and mobile cranes for hire, 24-hour service.

H. MORGAN (ENGINEERS), Wrexham. Phone, D. Farnham 4143. 222-779

CHAMOIS LEATHER

GUARANTEED hard-wearing chamois leathers, approximately 2 1/2 in. by 17 in., only 8s. 6d. each (minimum order six); one kip (30), less 5%. County Chamois Co., Ltd., Rocky Lane, Aston, Birmingham. 222-785

CHASSIS AND CABS

USED UNITS, Whitefield, Burnley (phone 2262). Good chassis and cabs available. 222-970

NEW Vulcan cabs in stock. T. Brown, Home Gardens, Dartford. Phone 3042-3. 222-735

COMMER 1950 7-ton cab all complete, excellent condition, price £25. Trinity St. Garage, Sheffield. Phone 22594. 784-194

BRAND-NEW Austin Lodestar cabs complete with doors; also wings, Auto-Units (Ealing), Ltd., Derwent Rd., Ealing, W.5, Ealing 5108, 8959. 784-260

REBUILT cabs to fit Leyland and Atkinson, E.R.F., etc.

R. LITTLE, Gillibrant St., Walton-le-Dale, Preston, Lancs. Phone, Preston 56772. 784-427

1949 CROSSLY P.S.V. chassis, £185 o.n.o. Coaches and Components, Ltd., 469 Holloway Rd., N.7, Archway 2647. 784-408

Chassis and Cabs Wanted

BEDFORD 30-cwt. or 2-ton cab, 1948-52, must be complete and in first-class condition. Mrs. Hales, 7 Manor Rd., Wales, Nr. Sheffield. Phone, Kiveton 476. 784-195

CRANES AND WINCHES

USED UNITS, Whitefield, Burnley (phone 2262). Vast quantities of new Cole crane spares available from stock, cheap. Write for lists. 222-610

AMERICAN CHEVROLET 4 by 4 mobile crane, fitted long twin lattice jibs, power operated by two Gaywood winches, £350. John Jordan, Sandy, Beds. Phone 271. 784-44

GARWOOD winches, complete, ex-G.M.C. 6 x 6, £28 each.

WOODLANDS MOTORS (THUNDERLEY), LTD., Manor Trading Estate, Church Rd., Thunderley, Essex. South Benfleet 2788. 784-9

COLES crane, on 6-wheeler Leyland chassis, in excellent condition, ex Ministry, can be seen working, choice of two, £650 each. Cardale Garage, 269 Carlin Rd., Nottingham 52034. 784-A2609

2 1/4-TON Taylor hydraulic cranes, Morris 4 x 4, £450. Kefley Motors, New Southend Arterial Rd., Hornchurch. Hornchurch 42776. 784-305

Cranes and Winches Wanted

5-TON Coles crane. Dennis's Garage Wisbech. Wisbech 745. 784-414

WANTED, a number of Thompson 2-ton and 4-ton hand lorry winches. Norman Walker, Anlaby, Hull. 784-169

Spare Parts and Supplies (contd.)

CRANKCASES

WITH worn and smashed main bearing housings, smashed sides, A.E.C., Gardner, Leyland, etc. No matter how badly damaged. Reconditioned as new. ANGELL AND WILLIAMS (PICKHAM), LTD., Summer Rd., S.E.15. Rodney 3559. 784-810

CUSHIONS AND SEATS

RESTALL BROS., LTD. First-class seats (commercial). FRONT seats, Austin 152, A35, A40, A50, K4, K8, Commer Cob and 25-cwt.; Morris J2, 5-cwt. series (D) and (H); Thames 5-cwt. and 7-cwt.; E16; Bedford 10-12-cwt. 222-633

REAR passenger, floor-top folding-tipping-bench, Austin A40, A50; Commer 8-cwt.; Thames 5-cwt.; Standard 6-10-12-cwt.; Bedford 10-12-cwt.; Morris 5-10-cwt. 222-633

REAR passenger conversion, fold-tip bench; Austin A30-A35; Commer Cob Complete, ready for fitting after removal of part-floor; instructions included. 222-633

RESTALL BROS., LTD. 31-33 Floodgate St., Birmingham 5. Phone, Victoria 1693 and 4440. 222-633

DRIVERS' seats, 16-in. wide, 18-in. long, 21-in. high, brand new, folding with sliding and tilt adjustment, back rest and seat both sprung, Dunlop interior, leather covered, ex government, excellent quality, 50s. each, plus carriage 7s. 6d., worth double. 784-6777

S. AND G. STORES, 40 High St., Scunthorpe. Phone 5092. 784-6777

ONE complete set of 35 seats, luxury high-back, red trim, excellent condition £45. 786-6767

WINGFORAIS COACHES, Alma Rd., Windsor. Phone 1380. 786-6767

DIESEL CYLINDER HEADS

REPAIRED by electro-deposition at 60 degrees F.; tensile strength greater than original; process approved A.A. and R.A.C. Electrobond, London, N.17. Bowes Park 9691. 222-777

DIESEL FUEL PUMPS AND INJECTORS

USED UNITS, Whitefield, Burnley (phone 2262). Most makes and types available. 222-971

SIX reconditioned fuel pumps for Thornycroft NR6 engines, £25 each. 222-972

MORGAN AND SON, Waltham Chase, Southampton. Phone, Bishops Waltham 133. 222-752

DIFFERENTIALS

USED UNITS, Whitefield, Burnley (phone 2262). Most makes and models available. 222-972

RUSH GREEN MOTORS.

HAVE differentials for most commercial vehicles, hundreds in stock and most other spares as well. 784-70

LANGLEY, Hitchin, Herts. Phone, Stevenage 175. 784-288

A.E.C., E.R.F., Foden, Maudslay, Leyland and others, all models and pairs, 1930-1955. Langley Mill 2623, Notts. 784-288

CROSSROADS COMMERCIALS, LTD. Exchange service for Vulcan 6V, E.R.F., Albion, KL127, FT3, CX, Leyland, A.E.C., Maudslay, Gildersome near Leeds. Phone, Morley 444, 602 and 1204. 784-217

DYNAMOS, STARTERS AND GENERATORS

USED UNITS, Whitefield, Burnley (phone 2262). Dynamos, starters, most types, petrol and oil. 222-973

Dynamos, Starters and Generators Wanted

WANTED, a number of Mux or similar 300-amp. welding generators, no engines required. Norman Walker, Anlaby, Hull. 784-6732

ENGINES (Oil and Petrol)

USED UNITS, Whitefield, Burnley (phone 2262). Replacement and/or engine conversion. 222-974

RECONDITIONED Gardner engines for exchange or outright sale, rebuilt with genuine parts, dynamometer tested and guaranteed. Bristol Motor Co., Ltd., Ashton Gate, Bristol, 3. Phone, Bristol 64013. 222-963

SERVICE exchange Gardner 6LW, 5LW and 4LW engines, overhauled to manufacturers' standards, bench-tested and carrying six months' guarantee. Engine changes and top overhauls carried out at week-ends or to suit customer's convenience. 222-987

TILSLEY AND LOWATT, LTD., Newstead Trading Estate, Trentham, Stoke-on-Trent. Phone, Stoke-on-Trent 49861. 222-987

ALBION engines, exchange scheme. All engines guaranteed. Delivery ex stocks. Leonard Beer and Co., Ltd., Southampton 25750. 222-681

ONE Gardner 4LW engine with Foden 4-speed gearbox, £125. 222-681

TWO Gardner 5LW engines with Leyland gearboxes £125 each. 222-681

ONE Perkins P6 engine with Dennis gearbox, £125. 222-681

TWO Perkins P6 engines with Albion gearboxes, £125 each. 222-681

C. MORGAN AND SON, Waltham Chase, Southampton. Phone, Bishops Waltham 133. 222-749

RECONDITIONED engines for outright sale, complete with starter, dynamo, carburettor, distributor, clutch etc. 222-749

MORRIS-COMMERIAL 4-cylinder, 24.8 h.p., £27 10s. 222-749

MORRIS-COMMERIAL 6-cylinder, 25 h.p., £27 10s. 222-749

AUSTIN 3 1/2-litre o.h.v., £40. 222-749

BEDFORD 28 h.p., £45. 222-749

AUSTIN 16 h.p., £47 10s. 222-749

J. T. LEAVESLEY, LTD., Alrewas, Staffordshire. Phone 334. 222-783

5LW Gardner engine, reconditioned to new standards and unused, complete with 12-volt accessories, £300 o.n.o. 222-783

MASON'S COACHWAYS, Walsall Rd., Darlaston. Phone, James Bridge 2647-8. 784-6730

Spare Parts and Supplies (contd.)

BEDFORD ENGINES, 28 H.P. PETROL. Completely reconditioned, including starter, dynamo, water pump, fuel pump, distributor, pressure plate and clutch disc.

AS NEW, IN CASES.

PRICE £37/10.

EX WORKS.

TRADE PRICES ON APPLICATION.

BEDFORD 28 H.P. PETROL ENGINES, with components. Used. Ex M.O.S.

PACKED IN CASES.

£12/10.

EX WORKS.

TRADE PRICES ON APPLICATION.

MORRIS 28.8 H.P. PETROL ENGINES. Type SEAL, 6-cylinder, overhead valve. Completely reconditioned, with all components, including clutch assembly.

AS NEW, IN CASES.

£47/10.

EX WORKS.

CONSIGNED BY RAIL, CARRIAGE FORWARD.

LANCASHIRE MOTOR TRADERS, LTD., OLYMPIA GARAGE, LIVERPOOL STREET, SALFORD, LANCs.

Phone, Pendleton 5201. 786-6758

A.E.C. 7.7 engines, complete all accessories, dynamo, starter, clutch, etc., ex low-mileage. Motors, £85 each 40 off. Clowes, Roche Farm, Buxton Rd., Leek. Phone 1355. 784-4219

DENNIS Max Diesel, recondition, complete, starter, pump, dynamo, clutch, £175. C. B. Gray, Saint Mary's Garage, Ely, Cambs. Phone, Ely 2300. 784-42373

A.E.C. 7.7 DIESELS.

WE CAN OFFER 70 ENGINE UNITS, EX-M.O.S., RECONDITIONED THROUGHOUT, WITH ALL ACCESSORIES, IN EXPORT PACKING, AT £200 EACH.

SWORDER (MOTORS),

LANE END, HIGH WYCOMBE, BUCKS. Phone, Lane End 234. 786-6773

A.E.C. 7.7 engines in good running order, five in all, two with standard crankshafts, £125

RECONDITIONED Perkins exhaustor type, £210.

POWER UNIT ENGINEERING, LTD. Burnaston Works, Torre Rd., Leeds 9. Phone, Leeds 21751-2. 786-6778

5LW Gardner, Leyland, PSI, A.E.C. 7.7-litre.

CHARLES COPPOCK, LTD. The Garage, Elm Grove, Cross St., Sale, Cheshire. Phone, Sale 5633. 784-91

TWO Perkins P6 engines, with or without gearboxes. ABCO, Eastern Green Rd., Coventry 66134. 784-106

ALBION 4-cylinder Diesel, new ex-M.O.S., all accessories, Type EN286B, £350.

ALBION petrol 6-cylinder FT3, reconditioned, all accessories, ex-M.O.S., cased, £25 each.

MORRIS 4- and 6-cylinder 25 h.p. reconditioned, all accessories, £15 each.

20 A.E.C. Matador 7.7s, small mileage, £70 each.

ALBION 6-cylinder Diesel, complete with gearbox, £100.

THORNYCROFT DC4, complete with gearbox, £75.

CHRYSLER industrial engine, complete with radiator frame, etc., £100.

SEVERAL Perkins P6 engines, suitable for spares.

A. R. LEWIS, 74 New Summer St., Birmingham, 19. Phone, Aston Cross 1943; after 6 p.m., Harbourside 3935. 784-101

GARDNER 5LW, complete with accessories, in good running order, £110. Choice of 10.

J. RICHARDSON AND SONS, LTD., 100 Dudley Rd., East, Oldbury, near Birmingham. Phone, Broadwell 1840. 784-128

A.E.C. Matador 7.7-litre Diesel engines, complete with all assemblies and clutch, completely stripped, rebuilt and bench-tested, ready for installation, £275 each.

WOODLANDS MOTORS (THUNDERLEY), LTD., Manor Trading Estate, Church Rd., Thunderley, Essex. South Benfleet 2788. 784-9

A.E.C. 9.6 Diesel engine, complete with all accessories, in almost new condition, can be heard running, £350 outright sale.

LEYLAND Comet 90 engine complete, in excellent order, can be heard running, £250 outright sale.

RUSH GREEN MOTORS for all oil engines, Gardner 4LW, 4.5 and 6LW; Perkins P3, P4 and P6; A.E.C. 7.7 Leyland 4- and 6-cylinder; Dennis 4- and 6-cylinder; Albion 4- and 6-cylinder; Ford 4D and many others.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 784-59

BEDFORD 28 h.p. used engine assemblies, complete all parts, ex M.O.S., cased, £10 each, ex works.

HEADWAY COMMERCIALS, Bordenley Green Rd., Birmingham, 9. Victoria 4933. 784-52

784-52

Spare Parts and Supplies (contd.)

AUSTIN 34-litre works reconditioned engine assemblies, complete all new accessories, £45.
MEADWAY COMMERCIALS, Bordesley Green Rd., Birmingham, 9, Victoria 4933. 784-51

MORRIS Type 35AL works reconditioned engine, six cylinder, o.h.v., at half-price, £45 guaranteed, or £55 complete, all new accessories.
MEADWAY COMMERCIALS, Bordesley Green Rd., Birmingham, 9, Victoria 4933. 784-50

LEYLAND engine, complete £700. T. and F. Motors, 4582, 2a Pooler Park, London, N.4. Phone, Archway 784-241

6LW Dismantled, 4LW, 5LW and Perkins; also 7.7 A.E.C., all cheap. Langley Mill 2623, Notts. 784-290

5-CYLINDER Gardner, recent overhaul, £95. Phone, Dominion 5671. 784-297

CROSSROADS COMMERCIALS LTD., Gardner 4, 5 and 6LW, A.E.C., 7.7, Perkins P6, Gildersome, near Leeds. Phone, Morley 444, 602 and 1204. 784-218

A.E.C. 7.7, Gardner 5 and 6LW, Leyland 7.4 and 8.6 for sale.
H. GROVES AND SON, LTD., Windsor Avenue, London, S.W.19. Phone, Liberty 3476. 784-282

GARDNER 3LW engine with gearbox, cracked block outside, offers. Butlin, Keyes Meadow, Bicester Rd., Adderbury, Banbury. 785-x503

RELANCE GARAGE, Norwich, offer:—
P6 Engine and gearbox complete with Ford conversion parts.
FORD 4D engine complete with conversion parts.
7.7 A.E.C. engine, cheap.
5LW Gardner engine, cheap.
HEIGHAM ST., Norwich. Phone, Norwich 28911. 784-385

CARRY your own workpeople, £12 10s. tax, 200 single- and double-deck omnibuses, coaches, for sale from £100 each, fitted Diesel engines: A.E.C., Leyland, Bristol, Bedford (petrol), Seddon, Sentinel. Hundreds of Diesel engines for industrial use: G.M., Diesel marines, Crossley, Perkins, Lister, Ruston; generating sets: Fowler, Caterpillar, Paxman, Coventry Club, National. Norths, 94 Vicar Lane, Leeds, 1. Phone 26248 or 23482. 784-189

GARDNER, A.E.C., Leyland, Daimler, Perkins and Meadows Diesel engines, large quantities cheap for quick sale. Box CM8119, care of "The Commercial Motor". 784-188

A.E.C. 7.7 engines from £85.
LEYLAND 8.6 engines from £60.
GARDNER 5LW from £100.
GARDNER 6LW from £165.
DENNIS 06 (1948) with 5-speed box, £125.
ALBION EN242, £85.
LEYLAND PFI 7.4, £125.
LEYLAND Cub, oiler, £30.
FODEN SD4 2-stroke Diesel, £150.
COLBRO, LTD., Wood Lane, Rothwell, Leeds. Phone, Rothwell 3258. 784-167

CHOICE of two DENNIS Mark III O6 oil engines, 1948 manufacture, fitted with 5-speed gearboxes, can be inspected running, £155 each net, ex works, loaded on transport.
COLBRO, LTD., Wood Lane, Rothwell, Leeds. Phone, Rothwell 3258. 784-166

TWO 4-cylinder direct-injection Diesel engines, can be heard running, £45 each. Edgware 2572. 784-352

Engines Wanted

WANTED, good selection new surplus parts for Gardner 6LW engines. Offers to Box CM687, care of "The Commercial Motor". 784-717

WANTED, Bedford S-type engine, any condition, Ruislip 5672. 784-92

WANTED, Perkins P4 or Gardner 4LK, with fittings for Guy Vizen or conversion parts only. State price and particulars, P. W. Archer and Son, Ltd., Northallerton. Phone 69. 785-x2619

ENGINE RECONDITIONING

HAZLEMERE MOTOR CO. (WALTHAM ABBEY), LTD. Diesel- and petrol-engine reconditioning service, conversions from petrol to Diesel for all types of heavy vehicles, fuel injector pumps reconditioned or recalibrated, exchange injector service. Collection and delivery, London, Herts and Essex. Phone, Waltham Cross 2275-6-7. 784-904

JOHNSON-ROBERTS, LTD. Specialists in crankshaft regrounding, cylinder boring, sleeving and valve-seat inserting, connecting-rod remetalled and machined, main bearings line bored, surface grinding, metal spraying; exchange Bedford 28 h.p. Short Motors a speciality; also complete engines of some popular types. Stocks of Hepolite pistons, liners, Cord and Duxflex rings, Glacier bearings and Vandervell bearings, valve guides, small-end bushes, etc.; rebore and trade discounts allowed; exchange service of ground crankshafts with bearings. Write or phone London's oldest-established concern, Johnson-Roberts, Ltd., 12 Pembroke Rd., Horney, N.8. Phone, Mountview 0111-4. 784-798

BRISTOL MOTOR CO., LTD., Ashton Gate, Bristol, 3. Largest-size engines handled. Complete engine or sub-assemblies. B.H.P. testing, fuel pumps and injectors serviced on premises. Crankshaft grinding, line boring, metal spraying, etc. Collection and delivery large area West Country. Phone, Bristol 64013. 784-058

PATMORES MOTORS, LTD. (Est. 1890), specialists in reconditioned engines of all types for transport, 100 engines in stock, all popular makes. Diesel conversions and other change-overs, in our own works. Call or write 246a King St., Hammersmith, W.6. Riv 1153. 784-612

A58

Spare Parts and Supplies (contd.)

GARAGES, ETC.

STEEL-FRAMED building, ideal garage, 145 ft. by 120 ft. by 25 ft. to eaves, giving 17,400 sq. ft. clear floor space, £1,000 delivered. Full details:—
E. L. PITT AND CO. (COVENTRY), LTD., Brackley Town Station, Brackley, Northants. 784-124

GARAGE EQUIPMENT

LEMPCO 72-in. crankshaft grinder, in first-class condition, price £560. Scottion, Ltd., Kingston Rd., New Malden, Surrey. Ma'den 3633. 784-809

WOLF VRSA valve refacing machines, heavy duty, brand new, with all collets, £59 10s., carriage paid worth £120, money refund guaranteed.
NEW brass foot pumps W.A.D. 2-stage, heavy duty, originally packed with connection, 39s. 6d. P. and P. is, worth £4.
B 10 amp. could be used for 6, 12 or 24 volts, with ammeter and control light, still in original crates, £14 10s., plus carriage 15s.
S. AND G. STORES, 40 High St., Scunthorpe. Phone 5092. 784-156

ONE portable charging unit, 24-battery capacity, up to 10 amp., very good condition, £30. Stevens, 163 Chase Cross Rd., Romford (46942), Essex. 784-307

GEARBOXES

USED UNITS, Whitefield, Burnley (phone 2262). Main and auxiliary gearboxes for most makes. 784-975

CROSSROADS COMMERCIALS, LTD. Exchange service for David Brown 4 and 5-speed Vulcan, A.E.C., Leyland, Dennis, Gildersome, near Leeds. Phone, Morley 444, 602, 1204. 784-219

DAVID BROWN 055-2, Moss ex Seddon, also A.E.C. 7.7 boxes. Langley Mill 2623, Notts. 784-289

LORRY ROPES

EX-GOVERNMENT unused 90-ft. coils, 1½-in. circumference, 15s. 6d., post paid, 150s. dozen; 2-in., 25s. Ruralcraft, Woodley, Reading. 784-637

MACHINERY, TOOLS AND PLANT

MOBILE work benches as supplied Air Ministry, J. Campbell Park, Childwell Valley Rd., Liverpool. 784-876

MUDGUARDS

USED UNITS, Whitefield, Burnley (phone 2262). Steel and glass-fibre mudguards, 32 by 6, 34 by 7, 36 by 8 singles and twos, also tandem mudguards. 784-976

NEW heavy-gauge rear mudguards, 32 by 6, 34 by 7, 36 by 8, 40 by 8 singles or twin, latest pattern—immediate delivery. Woodfield and Turner, Ltd., Nairne St., Burnley. Phone 3655. 784-722

PETROL DYE

APEX dyes eliminate pilfering, safe, certain and inexpensive. Write with confidence to Apex Chemicals, 30-38 New Broad St., London, E.C.2. 784-646

PETROL AND OIL PUMPS

RECONDITIONED hand-operated and electric petrol pumps, complete installations including tanks and fittings. Limiting devices for electric pumps. Midland Oil and Equipment Co., Prebend St., Leicester. Phone 6920. 784-740

PLATING

HEADLAMP reflectors replated in pure silver, amazing brilliance, returned on day received, 6s. each, P and P, 1s. 6d. each; cork seals, 6d. each; new sealed beam units, 13s. 6d. each, inclusive of P and P. Send P.O. 8. Packer, 169 Hotwell Rd., Bristol, 8. 784-793

RADIATORS

USED UNITS, Whitefield, Burnley (phone 2262). Serviceable, used radiators, suitable most makes of commercial vehicles. 784-977

FODEN radiators, new case, aluminium, Martindale, Cross Hall Works, Chorley, Lancs. Phone, Chorley 3504. 784-781

REPAIRERS

CARLTON FORGE for service. Specialists in resetting, retempering and strengthening springs; 2-day service. Edgware Rd., Crickwood, N.W.2. Gladstone 2242-3-4. 784-730

ROAD AND STORAGE TANKS

NUMEROUS road and storage tanks, all sizes, for disposal. Bridge Motors (Commercial), Ltd., Station Garage, Botley, Southampton, Phone, Botley 2347. 784-798

NEW Bedford petrol tanks, Model OXY, delivered 100 miles radius free, £2 10s. Hayes (Middlesex) Trading, Ltd., Charlville Lane, Hayes. Phone, Hayes 4460. 784-298

FOR sale, single or multi-compartment elliptical storage tanks, 800 gal. per compartment, very reasonable prices. Box CM833, care of "The Commercial Motor". 784-356

VEHICLE tanks for sale, 3,600 and 4,000 gal.; also 1,000 heavy fuel oil tank. Quinton and Thompson, Ltd., Lancaster Rd., Uxbridge 8617-8. 784-356

ROAD SPRINGS

LARKIN FORGE, LTD., Spring Works, Springfield Rd., Chesham, Bucks. Phone, Chesham 8902-3. Manufacturers and repairers of laminated road springs for passenger, heavy transport and private vehicles. 784-6322

Spare Parts and Supplies (contd.)

USED UNITS, Whitefield, Burnley (phone 2262). Springs suitable for all makes and types of commercial vehicles. 784-978

HELPER springs and new heavy-duty main lorry springs. B.B. Sales, Ltd., 88 Clapham Rd., London, S.W.9. Reliance 2512. 784-859

NEW rear springs for A.E.C. Matador at £6 each.

NEW rear springs for A.E.C. 6 x 6 at £6 each.

NEW rear springs for Dennis Max at £6 each.

NEW front springs for Dennis Max at £4 each.

LARGE stocks of new and second-hand springs available.
MORGAN AND SON, Waltham Chase, Southampton. Phone 12, Bishop's Waltham 133. 784-751

MANUFACTURERS and repairers of laminated springs, special sts in heavy-duty and helper springs; speedy repair service. Metropolitan Springs, Ltd., 19 Silchester Rd., W.10. Ladbroke 4503. 784-610

BEDFORD 7-ton rear springs, new, £7 per pair plus carriage. Wardell, High Leigh, Knutsford. Phone, Lymm 505. Trade inquiries welcomed. 787-6789

ROLLER SHUTTERS

SHUTTERS in wood, steel or aluminium, rapid delivery. Taylor's Shutters, Syston, Leicester. 784-694

SAFETY GLASS

TRIPLEX "Fitted while you wait." British Steel Frame Co., Bishopsgate 961-3. See Windcreens. 784-618

TRIPLEX supplied and fitted while you wait, 490 Neasden Lane, N.W.10. Dollis Hill 7222. Colmore Rd., S.E.15. New Cross 3856. Rear of 7 Savoy Parade, Enfield 3170. Guildford Place, High St., Taunton 2993. D. W. Price and Sons, Ltd. 784-0967

SHOCK ABSORBERS

SORBER ACCESSORIES, LTD., specialists in commercial units, reconditioners or supplied. 16a Osten Mews, S.W.7. Fremantle 9323. 784-518

SPEEDOMETERS AND MILEAGE RECORDERS

REPAIRS and rebuilt exchange speedometers. All types of flexible drives stocked. Prompt service. Auto Tempo Meter Co., 140-2 King's Cross Rd., London, W.C.1. Terminus 0631-4. 784-661

SPEEDOMETER SUPPLY CO., LTD. Repairs by return, 14 Shelton St., London, W.C.2. (Established 1912). Covent Garden 2666-7. 784-764

TARPAULINS

"STORMTITE" lorry covers. "The Tilt for the Job." For details please write or phone the manufacturers, Firmin and Co., Ltd., Handford Works, Ipswich. Phone 2194. (Representative will call if desired). 784-793

SATISFIED-PROOFED tarpaulins give absolute protection, green cotton, roped or eyeletted; price on application, no extra, finished sizes. Write for samples. Liverpool Patent Tarpaulin Co., 8-10 Lancelotti's Hey, Liverpool. 784-636

TIME RECORDERS

RECORDING speedometers completely check vehicle performance and we shall be glad to send details of range of models we can supply. Easily fitted and will show his savings in fuel, tyres, maintenance, accident costs, etc. Speedograph, Ltd., 75 Temple Rd., Cowley, Oxford. 784-856

SERVIS recorders register automatically the exact running and standing times of vehicles.
EVERY minute of every journey is accounted for clearly on a simple, tamper-proof chart.
REDUCTION of running costs follows inevitably when you know the journey facts.
VEHICLES can then be scheduled for journeys and maintenance with maximum efficiency.
IT is a good idea to write for descriptive literature to:—

SERVIS RECORDERS, LTD., 19 London Rd., Gloucester. Phone, Gloucester 24125. 784-797

TIPPING GEARS

EDBRO B AND E TIPPERS, LTD.
BRITAIN'S largest manufacturers of tipping gears and heavy dumper equipment, end- and 3-way tipping seats, bodies in timber or steel, also conversions: hydraulics for farm equipment, etc. Head office and works: Quebec St., Bolton. Phone, Bolton 5210. London Depot: 264 Goldhawk Rd., W.12. Phone, Shepherd's Bush 1045 and 7933. 784-0867

PILOT WORKS, LTD.

HYDRAULIC TIPPING GEARS, 3-18 TONS. SPECIALISTS IN ALLOY, STEEL AND WOODEN BODIES.

PILOT WORKS, LTD.

MANCHESTER ROAD, BOLTON. Phone 5545-6-7.

LONDON OFFICE: 3 Southampton Place, W.C.1. Phone, Chancery 5130. 784-0683

PILOT tipping-gear spares. Full range of parts always in stock at:—
D.B.S. COACHWORKS, LTD., 24a St. Marks Rd., Ladbroke 0493, 1788. 784-692

Spare Parts

ANTHONY stockists, types of tips, brated to cur Ltd., Sudbury.

SPENBORO and/or 3-way range; convert your Spenborough from Meats, S.W.9.

ONE second-hand condition MORIA ton. Ph

WELFOR

TYRES used is obsolete. Phone 5831

11.00 H.P. of

A.L.L. m delivery

J.C.B.

IMPO

M.O.

W

MONDA

Novemb

CIVIL

(Lying

Vehicle

Sudbury

Gios.

SALOO

SEDAN

Anglia

UTILIT

WORKS

and VA

MOBIL

Mo: is

DOZER

D.48

RANSO

WAYNE

and ROO

and CH

SPARE

SO

For Vie

CATAL

from t

tingh

Spare Parts and Supplies (contd.)

ANTHONY agents for East Anglia. Pilot official stockists, fully equipped workshop to carry out all types of tipping-gear conversions, bodies built and calibrated to customers' specifications. W. Farlow and Co., Ltd., Sudbury, Suffolk. Phone 2806. 785-6526

SPENBOROUGH tippers, power, hydraulic, handcrew, 2 and/or 3-way. We manufacture the most comprehensive range: specialists in wood or steel bodies; we can convert your truck into a tipper. Full particulars from Spenborough Eng. Co., Ltd., Heckmondwike, Yorks, or from Messrs. B.B. Sales, Ltd., 88 Clapham Rd., London. S.W.9. zzz-858

ONE second-hand U-shaped 6-yd. steel-body and twin underfloor gear with pump, taken off Foden, £60, in good condition.

C. MORGAN AND SON, Waltham Chase, Southampton. Phone, Bishops Waltham 133. zzz-750

WELFORD ENGINEERING (OLDBURY), LTD.

HAINGE ROAD,
TIVDALE, TIPTON

THE LARGEST STOCKISTS OF

NEW GEARS
AND
SPARE PARTS REPLACEMENTS
IN THE MIDLANDS.
DISPATCHES TO ALL DISTRICTS.
PHONE, TIPTON 2721-2.
FOR SERVICE zzz-672

Tipping Gears Wanted

TIPPING gear for long-wheelbase Dodge truck, preferably Telehoist, Church Road Motors, Hadfield, Essex. Phone 57271. 784-136

TYRES AND TUBES

TYRES! Remoulds (without casing exchange), 1,000 used tyres, tubes and wheels, all types, modern and obsolete. Cook, 589 Stapleton Rd., Eastville, Bristol. Phone 58312. zzz-748

11.00 X 24 tyres, civilian tread, brand new and in perfect condition, £25 each. L. W. Vass, Ltd., Amphill, Bedford. Amphill 3255. zzz-766

H.P. Or cash terms.
ALL makes supplied, low deposit. Free fitting or delivery. Write or phone.

J.C.B. TYRE DISTRIBUTORS, LTD., 18 Cliford Gardens, London, S.W.3. Kni 4587-8. zzz-723

Spare Parts and Supplies (contd.)

CLAPTON TYRE SERVICE for sound, part-used tyres. 32 x 6 T.T. 658; 32 x 6 H.D. 808; 34 x 7, 8.25 x 20, 100s; 36 x 900 x 20, 115s; 90 x 16 15.50 x 16, 100s; 10.50 x 20, 135s; 900 x 13, 60s. Money refunded if tyres not approved. Send cash with order. 16a Crickfield Rd., Clapton, London, E.3. Phone, Amh 7073. zzz-834

TYRES. Genuine bargains at prices less than half original cost! Ex-Government surplus tyres, slightly used or remoulded, in motorcycle, car and commercial sizes. Every tyre tested and sold under money-back guarantee policy. Write, phone or call for quotations G.T.R. Tyre Services, Wakefield Rd., Netherthorpe, Liverpool, 10. zzz-819

11.00 X 20, 10.50 x 16, as new, with moulding line standard or track grip tread, also part-used tyre and wheel assemblies. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. zzz-654

1200 X 24 and 900 x 13 tyres and tubes for sale. Erwin and Co., 15 King St., Maidstone 55922. 784-6731

10.50 X 16 worn tyre and wheel assemblies, 8-stud, 75 available, 30s. each. L. Thompson, 57 Lower Forbury Rd., Portsmouth 24117. 784-82374

TWO 13.50 x 20 tyres and tubes, standard road pattern, heavy duty, £40 the pair. West End Garage, Harlington, Grantham 1311. 784-55

TYREPRIM rim and anti-adhesive stops rusted-on tyres. Always specify. Beware injurious substitutes. zzz-808

TYRES CASH OR TERMS.

We stock every size and make in new and remoulds (ordinary or Town and Country).

Large stocks of part-worn and obsolete tyres.

Buckland batteries from 77s. 6d.

TOOTING TYRE SERVICE, LTD.

Dept. C, 648-660 Garratt Lane, S.W.17. Wm 8711-2. Also at 27 Greenwich South St., S.E.10. Gre 5198. 84 Manor Rd., Wallington. Phone, Wallington 6593. 7 Hortham Rd., Crawley. Phone, Crawley 25076.

Open 8.30-6, Sunday (Tooting only) 10-1. zzz-805

FIVE 9.00 x 20 10-ply Firestone Ground Grip tyres, new, £24. Harrogate Motors, Ltd., Station Parade, Harrogate. Phone, Harrogate 3310. 784-82477

H. MATTHEWS, LTD., 89-97 Stockwell Rd., S.W.9. Phone, Brixton 2026. (Established 55 years.)

THE tyre specialists offer among many others the following bargains: Brand-new unused 14.00 by 20 remoulds, £20 each; tubes, £2 10s. each; 12.00 by 20 remoulds, as above, £12 10s. each; tubes, £2 each; 10.50 by 25 remoulds, £10 each; tubes, £1 10s. each. Write, phone or call with your requirements. 784-813

MISCELLANEOUS ADVERTISEMENTS

AUCTIONS

IMPORTANT VEHICLE AND PLANT SALE.

E.R.

By Order of the Minister of Supply.
M.O.S. STORAGE DEPOT, RUDDINGTON
(Five miles south of Nottingham on the main Nottingham-Loughborough road)

WALKER, WALTON AND HANSON
(in association with
TURNER, FLETCHER AND ESSEX
and
RICHARDSON AND LINNELL)
will SELL by AUCTION on

MONDAY, TUESDAY, WEDNESDAY, THURSDAY
and **FRIDAY**.

November 17, 18, 19, 20, 21, 1956, at 10.30 a.m. each day.

APPROXIMATELY
2,550 MOTOR VEHICLES,
CIVIL ENGINEERING EQUIPMENT, TRAILERS,
AND MOTORCYCLES.
ETC.

(Lying at M.O.S. Storage Depot, Ruddington, 72 "B" Vehicle Depot, Market Harborough, Leics., Central Vehicle Depot, Foston, Derbs., Central Vehicle Depot, Sudbury, Derbs., 12 "B" Vehicle Depot, Aashchurch, Glos., 41 "A" Vehicle Depot, Burn. Yorks., R.A.F. Station, Church Lawford, Warwicks.)

SALOONS AND ESTATE CARS (including PORSCHE SEDAN "Type 356" 18 litre, 44 Morris Minors, Ford Anglia and Populars, JEEPS, LAND ROVERS, UTILITIES, TANKERS, TRAILERS, MOBILE FITTED WORKSHOPS, LIGHT AND HEAVY G.S. TRUCKS and VANS, etc., all by leading British or American makers, and

MOBILE CRANES (including Coles, Hyster, Jones, Mo.: Neils, Ransomes and Rapier), TRACTORS, BULL-DOZERS and ANGLEDOZERS (including 46 Caterpillar, D.44, D.7s and D.8s and 87 International T.D.186), RANSOMES AND RAPIER Models 410 and 462 and WAYNE EXCAVATORS, MOTOR GRADERS, TOWED AND POWERED SCRAPPERS, LE-TOUTREAU and ROOTERS, DUMPERS, ROAD ROLLERS, MACADAM and CEMENT MIXERS, PLANT ANCILLARIES and SPARES, VEHICLE KITS, BATTERIES, TYRES, VEHICLE WASHING PLANTS, etc.

also
SOLO AND COMBINATION MOTORCYCLES.

For Viewing Dates and Times see Page 4a in the Catalogue. CATALOGUES: Price 1s. (P.O. only) may be obtained from the Auctioneers' Offices, Dept. 5, Byard Lane, Nottingham. Phone, Nottingham 47271 (seven lines). 784-6760

Miscellaneous Advertisements (contd.)

GODDARD, DAVISON AND SMITH, LTD.
THE AUCTION HALLS.
PUTNEY BRIDGE APPROACH, S.W.6.
Renown 6101-3.

SALES EVERY MONDAY
OF
COMMERCIAL VEHICLES
OF ALL DESCRIPTIONS.

ENTRIES ACCEPTED EVERY WEDNESDAY.
zzz-579

BUSINESSES, PREMISES, OFFICES, ETC.

PROFITABLE old-established business with 14 modern luxury 29- to 41-seater coaches, all licences and substantial number of contracts; monopoly position approximately 30 miles from London, main street booking office and flat and large freehold garage premises. Further particulars, Box CM8212, care of "The Commercial Motor." 784-6750

NORTH BERKS town. Business premises, garage 52 ft. x 36 ft., yard, workshops, stores, petrol pump; house, mod. cons., freehold. Vacant possession. Apply Morse and Son, Wantage. 784-62

CENTRAL Norfolk, well-established garage business in small market town on main road, car showroom, Austin, Ford and Standard agencies, good petrol sales, no living accommodation, 46,000. Sole agent: Noel D. Abel, auctioneer, Watton, Norfolk. 784-82478

HAULAGE business for sale, well established, Metropolitan area, seven S licences, total tonnage 30 tons. Storage accommodation for 5,000 tons. Box CM846, care of "The Commercial Motor." 784-4

TO be sold, owner retiring. Private bus business as going concern, complete with current contracts and service monopolies. Premises can be leased or rented, housing accommodation available. Full details. Box CM847, care of "The Commercial Motor." 784-3

COACH business for sale, mid-Cheshire. Six modern coaches, excursion licences, etc., excellent private hire all the year round. For particulars write Box CM848, care of "The Commercial Motor." 785-6794

1951 6-ton Atkinson, 1949 5-ton Bedford with two 3-ton "A" licences, N.W. Kent, vehicles excellent, must sell. Ill-health. Box CM8410, care of "The Commercial Motor." 785-6795

TRANSPORT business, old established, for sale, premises available at Abingdon near main north-south route, one special "A" licence, three vehicles on "A" licence and two vehicles on "B" licence. Particulars from Downes, Alton and Co., 190 West George Street, Glasgow. 784-89

Spare Parts and Supplies (contd.)

Tyres and Tubes Wanted

WANTED, tyres of all types and sizes, spot cash. H. Matthews, Ltd., 97 Stockwell Rd., London. S.W.9. Brixton 2026. zzz-910

TYRES, tubes, all sizes, new, remould, second-hand. The British Rubber Co., Baildon, Yorks. Shipley 55427. zzz-695

WELDING

ANGELL AND WILLIAMS (PECKHAM), LTD., the specialists in welding, repairs to defective crankcases, blocks, heads, gearboxes, axles, etc. zzz-918

TRAFALGAR BRIDGE WORKS, Sumner Rd., London. S.E.15. Rodney 3559. zzz-918

WHEELS

LARKIN FORGE, LTD., Spring Works, Springfield Rd., Chesham, Bucks (phone, Chesham 89023), undertake to repair, rebuild or convert to specific requirements wheels of all types with shot-blasted and colour finish. 784-6123

USED UNITS, Whittlefield, Burnley (phone 2262). All makes and types in stock. zzz-979

BEDFORD, Commer, A.E.C., Ford and most others. Also wide base conversion sets, 20,000 in stock. TURNER AND KNIGHT, Southfield Paddock, Pope's Lane, Ealing, W.5. Ealing 4298. zzz-843

WHEELS for 10.50 by 16 tyres to replace 10.50 by 13 with 74-in. bore for Eagle and Brockhouse Trailers. Box CM822, care of "The Commercial Motor." 784-6739

90 Complete wheel unit assemblies; tyres, Track Grip 14.00 by 20, as new, £25 each.
R. E. TREM AND CO., LTD., Bawtry Rd., Finsbury, near Doncaster. Phone, Finsbury 203, 204. 785-6791

WHEELBASE EXTENSIONS

BAICO wheelbase extensions for new, used, including ex-W.D. Austin, Bedford, Commer, Dodge, Ford, Guy, etc. Baico Patents, Ltd., 327-329 High Rd., Chiswick, W.4. Chiswick 2286-7. zzz-888

WINDSCREENS

WINDSCREEN assemblies, half-drops, sliding windows, manufactured alloy brass-steel. Quick frame repair and reglazing service. British Steel Frame Co., Ltd., 205 Cambridge Heath Rd., London, E.2. Bishopsgate 9611-2. zzz-619

PERSPEX, cut to size and pattern. Denny, Ltd., 13 Netherwood Rd., W.14. She 5152, 1426. 784-370

Miscellaneous Advertisements (contd.)

HAULAGE business in S.E. Essex with three A licences. Box CM844, care of "The Commercial Motor." 784-6

FREEHOLD premises, S.W. London, including standing for 40-50 heavy vehicles, two large workshops, power, light, office, two telephones, main-road frontage of about 60 ft., about £4,500. Write Box CM 8412, care of "The Commercial Motor." 784-263

Businesses, Premises, Offices, etc., Wanted
WANTED, haulage business with special A licences, ordinary A licences and B licences, in any part of the country.

WILDE AND BENNETT, LTD.

HADFIELD, MANCHESTER.

Phone, Glossop 2902-3.

AFTER HOURS, 356. 784-210

GOOD coach business required urgently. Southern half of England preferred; strict confidence. Write, Box CM7521, care of "The Commercial Motor." 784-299

CONTRACTS FOR HIRE AND WANTED
SMALL haulier seeks contact with reputable firm for the haulage of their goods, go anywhere, first-class quality vehicles, based Essex, would entertain suggestions from reputable clearing house or commission agent. Box CM8415, care of "The Commercial Motor." 785-8A2601

CONVERSIONS

CONVERT YOUR VEHICLES

TO FORD 4D AND 6D POWER.

ALL MAKES OF VEHICLES UP TO 7 TONS CAN NOW BE FITTED WITH THE COST-CUTTING FORD 4D AND 6D ENGINES, MEANING:—

LOWER INITIAL COST.

MORE M.P.G.

CHEAPER MAINTENANCE.

And the cost of conversion is very reasonable.

Let us quote you for your vehicles.

QUICKS FOR FORDS.

INDUSTRIAL UNIT SALES DEPT.

221 DEANS GATE, MANCHESTER, 3.

Phone, Blackfriars 2468. zzz-664

A59

Miscellaneous Advertisements (contd.)

HENDY FOR FORD.
BRITAIN'S FIRST FORD DEALER.
DIESEL 4D AND 6D ENGINES WITH REAR-END CONVERSIONS AT LOW COST.
LET US QUOTE YOU.
PERCY HENDY, L.TD.
SOUTHAMPTON 28331 (EIGHT LINES).
222-756

FORD 4D conversions, fully machined bell housings to suit Bedford crash or synchromesh gearboxes.
EDWARDS AND CO., Nile St., Burslem, Stoke-on-Trent. Phone, S-on-T. 87906.
222-755

NEW PERKINS ENGINES
FOR
PETROL TO DIESEL
CONVERSION.
AUSTIN, BEDFORD, COMMER, FORD, DODGE, VULCAN, ETC.
Outright Sales or Installation at Short Notice.
PERKINS SIGNHOLDERS.
COMPREHENSIVE SPARES STOCKISTS.
Replacement Perpetuity Engines always available from Stock.
CROMARD LINERS AND PISTON SETS IN STOCK.
PRALLS (HEREFORD), L.TD.
HOLMER ROAD, HEREFORD.
Phone 4221 (six lines).
784-825

DIESEL conversion using Ford 4D and 6D units, and the complete range of Perkins. We convert all makes of vehicles, hire-purchase terms available for all transactions. Church Road Motors, Commercial Vehicle Distributors. Hadleigh, Essex, 57271.
784-176

HAULAGE AND BACK LOADS
CHARD TRANSPORT CO., LTD., for all types of traffic to and from the West Country, serving London, Bristol, Southampton, Midlands, Liverpool, Manchester, etc. Phone 3425-6; night, 3365. 15 High St., Chard, Somerset.
793-6715

HIRE-PURCHASE
Finance available, private deals, prompt settlement. Finextra, Ltd., 38 Jermyn St., S.W.1. Phone until 9 p.m., Hyde 1391.
222-950

INSURANCE
PAUL CHILDS, L.TD.
58 BIRCH GROVE, LONDON, W.3.
Acorn 2398.

BEST market rates—no-claim bonus to 40%. Monthly or quarterly payments accepted.
222-634

COMMERCIAL vehicle and car insurance, expert advice, competitive rates, no-claim bonus to 40%, cars to 50%; deferred premiums. Obtain the best terms from specialists motor insurance brokers.

INSURANCE ACCEPTANCES, LTD., 63-64 Broad St. Avenue, London, E.C.2. London Wall 7641-3.
222-630

SAVE money on insurance. Lower rates, larger bonus. Progressive Brokers, "Cheapest Rates Specialist."
257 The Vale, London, W.3. She 9231-2.
222-804

MISCELLANEOUS WANTED

ALUMINIUM scrap urgently required. Lewton Metals, Ltd., Louton St., Mary, near Warrington. Leigh (Lancs) 1444-5.
784-426

SITUATIONS VACANT

A.M.I.E.I., City and Guilds, A.M.I.Mech.E., etc., on "No pass no fee" terms. Over 95% success rate. For details of exams and courses in all branches of auto., aero., mechanical engineering, etc., write for 144-page handbook—free, B.I.E.I. (Dept. 725), 29 Wright's Lane, London, W.8.
222-908

STORES Assistant, fully skilled and experienced required by Vauxhall and Bedford Main Dealers; excellent terms of employment including non-contributory pension scheme and bonus. Apply, Manager, Parts Department, Welch and Co., Ltd., Redcliffe St., Bristol, 1.
784-31

COMMERCIAL Vehicle Salesman required, salary, commission and transport. Apply Sales Manager, Denver Motors, Ltd., Harrow Rd., Leytonstone. Mar 3381.
784-6721

SALESMAN of commercial vehicles for the West Country required, B.M.C. experience an advantage but not essential, remuneration by salary and commission. Write giving details of selling career to date to Motor Mace (Exeter), Ltd., 167 Sidwell St., Exeter.
784-6759
A60

Miscellaneous Advertisements (contd.)

YOUNG man required as sales representative for tip-ping-gear manufacturers' London office. Apply in writing in first instance, giving full particulars, Pilot Works, Ltd., 3 Southampton Place, W.C.1.
784-6762

SENIOR TRUCK DESIGNERS.

THE ROUTES GROUP TRUCK DIVISION REQUIRES SENIOR CHASSIS DESIGNERS INCLUDING MEN WITH SPECIAL KNOWLEDGE OF TRANSMISSION UNITS

Applicants should be qualified to H.N.C. standard and experienced in modern commercial vehicle design and production methods.

Excellent working conditions with pension scheme.

APPLY IN STRICT CONFIDENCE WITH FULLEST PERSONAL DETAILS TO

THE SECRETARIAL DEPARTMENT,

COMMER CARS, L.TD.,

LUTON BEDS.

784-6770

ROOTES, LTD., Maidstone, require an experienced retail commercial vehicles salesman; preferably resident in or near Maidstone. Attractive salary and commission, also pension scheme. Apply by letter only, giving full details to retail sales manager, Rootes, Ltd., Maidstone.
784-6779

BOX NUMBER ADVERTISEMENTS

Are available to advertisers for an extra charge of 3/8.

REPLIES are forwarded immediately upon receipt and all received up to 5 p.m. despatched the same day.

URGENT REPLIES may be sent by telephone or telegram and readers should telephone Terminus 3636 for this service.

BOX NUMBERS should be copied accurately, printed clearly, and envelopes addressed correctly to "The Commercial Motor," Bowling Green Lane, London, E.C.1.

MONEY SHOULD NEVER BE ENCLOSED WITH REPLIES TO BOX NUMBER ADVERTISEMENTS

GARAGE managers—West Africa. A company which operates a chain of modern repair and service garages throughout West Africa through which are distributed British, French and American cars and trucks, are seeking one or two first-class garage managers. The requirements of these posts are that applicants must have had technical training and experience up to the level of a garage manager, exceptional administrative and managerial ability and experience, a good working knowledge of the French language and the ability to lead and handle non-European labour. As the conditions of climate and environment can be very difficult only first-class men with proved experience and a genuine wish to make their career in West Africa should apply. Details of salary and conditions of service will be discussed with those applicants invited for interview. Box CM832, care of "The Commercial Motor."
784-6768

COMMERCIAL salesman required for Rootes dealers in South-West, wide knowledge of commercial vehicles essential, an excellent opportunity for a man with the right qualifications, good salary, all applications will be treated in strict confidence. Box CM832, care of "The Commercial Motor."
784-6782

EXPERIENCED commercial salesman required for Vauxhall-Bedford main dealer. Apply in writing to Branch Manager, G. S. Oskroft and Co., Ltd., Derwent St., Derby.
785-2525

A Reliable and energetic commercial vehicle salesman required (applicants must be experienced and under 45) with some knowledge of used vehicle market, good salary, commission and car provided to right man, first application in writing only (confidential) giving all relevant information and details to Commercial Vehicle Sales Manager, Oskrofts, Bedford dealers, Castle Boulevard, Nottingham.
784-86

LARGE commercial vehicle distributors in Liverpool require the services of Experienced Commercial Vehicle Salesmen. Applicants must have comprehensive knowledge of commercial vehicle selling and be thoroughly conversant with all aspects of the new and used side of the business, this is a progressive position and offers a good salary and excellent rates of commission. Apply in first instance, stating age and experience to date, to Box CM849, care of "The Commercial Motor."
784-2

Miscellaneous Advertisements (contd.)

CHIEF draughtsman. A competent design draughtsman is required to take charge of a small but active drawing office undertaking a wide range of specialized light-alloy commercial vehicle bodywork design. Applicants should possess extensive practical and theoretical knowledge of general mechanical engineering and preferably have had experience in all-metal vehicle bodywork construction, and should also be used to controlling personnel and organizing drawing office procedure. The post offers great variety and interest in a company soundly established and growing rapidly, the staff are keen and working conditions are ideal in fine new premises. Those interested should write in confidence, giving full particulars and qualifications to the Production Director, Duramin Engineering Co., Ltd., Stonefield Way, Ruislip, Middlesex.
785-6790

DEPOT Manager required, fleet of heavy commercial vehicles, Gloucester area; house provided. Full particulars in writing, General Manager, Bulwark Transport, Ltd., Chippenham, Wilts.
784-10

FLEET MAINTENANCE MANAGER
REQUIRED
IN
MANCHESTER.

TO BE IN CHARGE OF BODY AND MECHANICAL REPAIR SHOP.

APPLICANTS should have served recognized automobile engineering apprenticeship and be well versed in up-to-date methods; this job involves hard work; vacancy arises due to previous manager having left on promotion. Salary £1,200 p.a. for selected applicant with Higher National Certificate or equivalent, £1,100 p.a. without this qualification.

REPLIES should be fairly brief with copy testimonials and experience detailed in chronological order.

REMOVAL assistance will be given. Benefits include pension scheme but no car. Box CM845, care of "The Commercial Motor."
784-5

EXPANDING main Ford dealer in London area requires sales representative, car product. Excellent opportunities for men of good appearance and personality. Apply in writing to sales manager, Box CM841, care of "The Commercial Motor."
784-262

COMMERCIAL-VEHICLE salesmen required in London branches of large Ford distributors. Applicants must have initiative, drive and satisfactory testimonials. Liberal salary and commission basis, also use of car. Write in confidence giving full details, age, experience, etc., 374 Ealing Rd., Alperton, Middlesex.
784-225

EXPERIENCED commercial-vehicle sales representative required for Rootes Group distributors. Applicants must have proved sales ability. Excellent opportunity for keen, energetic representatives. High basic salary. Applications in writing to R. Cripps and Co., Ltd., Abbey Bridge Works, Lenton, Nottingham. Phone 71161.
784-187

COMMERCIAL-VEHICLE salesman required, experience essential; remuneration on salary, expenses and commission basis. Apply in writing in first instance to W. Harold Perry, Ltd., Station Bridge, Woldstone, Middx.
784-383

FULLY experienced Gardner engine fitter required for distributors breakdown service and repair department in the Midlands, good pay and conditions and prospects. Apply Box CM8320, care of "The Commercial Motor."
784-434

LEADING road haulage company operating nationally a large modern fleet with part based in Liverpool have a vacancy for a Liverpool manager. The applicant must be fully experienced in general haulage, trunk haulage, handling small consignments and sub-contracting, he must be accustomed to fleet operations and well established in Merseyside. The remuneration will be in keeping with the responsibility. Box CM8418, care of "The Commercial Motor."
784-455

SITUATIONS WANTED

WORKING foreman desires change, 14 years' experience private, light commercial, rebore, etc., fleet maintenance preferred. Southern England. Box CM841, care of "The Commercial Motor."
784-2445

STORAGE ACCOMMODATION

STORAGE space and redistribution facilities, available, near Colchester, Essex. Box CM8416, care of "The Commercial Motor."
785-82601

TENDERS

SHEFFIELD JOINT OMNIBUS COMMITTEE.

TENDERS ARE INVITED FOR THE DISPOSAL OF

ONE DAIMLER DOUBLE-DECK

(1946)

AND

12 L EYLAND SINGLE-DECK BUSES

(1947 and 1948).

Full particulars and Forms of Tender (returnable not later than 10 a.m. on Friday, November 28, 1956) may be obtained on application to the undersigned.

R. C. MOORE, M.Inst.T., Secretary.

Division Street, Sheffield, 1.
784-90

BOOKS AND PUBLICATIONS

MAINTENANCE RECORD (Charnwood Series No. 59). A life history of each vehicle with tyre records, petrol and oil consumption, etc., in most cases. **DIESEL** oil stocks books. Cost books, etc. Send for descriptive lists. **CHARWOOD PUBLISHING CO., LTD.**, Coalville, Leicestershire.
222-944

Books and

"THE CO-OPERATIVE" operating costs and maintenance provide an instant tyre costs and features in the tables showing comparison of or 3s. 6d. by Limited, B.

MOTOR V.F.K.S. Guilds of Lof Service Mect students enter man's Certificate many of the a motor-vehicle work. Illustr sellers, or 1 Press Limited

THE BRIT 6th Ed Commercial with many C. catalogue of British com the product c.ass.s, trail ment which operators at code system sections of table headr Spanish and in both Eng Price 42s. n (the publisher London, E.C.

"MODE Tavl field, consv practices an illustrated, 11s. 4d. b Limited. B.

THE OP of road rood transp bookellers. Press Limited

SEN EN O S

★ **ECON**
★ **SMOKE**
★ **COM**
★ **35,000**
★ **HEAT**
★ **BUR**
★ **PER**
★ **NO S**
★ **SIMP**
★ **INST**
★ **STIC**
★ **PRON**
fuelho
with
N.B. R
per gall
★ Will
minutes
heater.
powerfu
+ 3/- c
Hundred
and Farm
where th
Send for
until 5 c
D.

"THE COMMERCIAL MOTOR" TABLES OF OPERATING COSTS (43rd Edition). Contains 11 operating cost tables for petrol, oil and electric goods and passenger-carrying vehicles. Explanatory articles provide an introduction to the Tables, show how to record tyre costs and explain a system of cost recording. New features in this edition are a useful address section and tables showing wage rates, the cost of fuel and a 10-year comparison of costs. 56 pages. 3s. net from booksellers, or 3s. 6d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

MOTOR VEHICLE MECHANICS' TEXTBOOK, by F. K. Sully. Based on the syllabus of the City and Guilds of London Institute Examination in Motor Vehicle Service Mechanics Works, this book is designed for students entering for the award of the National Craftsman's Certificate in Automobile technology. It deals with many of the mathematics and mechanical problems which a motor-vehicle mechanic is likely to encounter in his work. Illustrated. 237 pages. 12s. 6d. net from booksellers, or 13s. 4d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

THE BRITISH COMMERCIAL VEHICLE INDUSTRY (6th Edition). Compiled by the staff of "The Commercial Motor". Completely revised and illustrated with many new photographs and technical drawings, the Catalogue provides a comprehensive guide to all types of British commercial vehicles and an up-to-date review of the products of British makes of commercial vehicle chassis, trailers, engines, bodies, components and equipment which are offered for export to road transport operators and traders in overseas countries. The colour code system enables rapid identification of the main sections of the book to be made and the specification table headings and illustration captions are in French, Spanish and English with weights and measures quoted in both English and metric units. 250 pages. Illustrated. Price 42s. net from booksellers, or 44s. 3d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

"MODERN CLEANSING APPLIANCES" by Ashley Taylor. A survey of the municipal cleansing field, consisting of the most up-to-date information on its practices and appliances both in Great Britain and abroad. Illustrated. 160 pages. 12s. 6d. net from booksellers, or 13s. 4d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

THE OPERATOR'S GUIDE TO THE TRANSPORT ACT, 1953. Explains the process of denationalization of road goods transport and the rights and liabilities of road transport operators. 32 pages. 1s. 6d. net from booksellers, or 1s. 8d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

THE ROAD TRANSPORT ENGINEER. Edited by G. Mackenzie Junner. Editor of "The Commercial Motor". This textbook deals with the specialized work of the engineer in the maintenance, repair and overhauling of commercial vehicles employed in transport of goods and passengers. Its contents range from the basic principles of vehicle maintenance to the economics of operation and embrace insurance, road transport law and management. 196 pages. Illustrated. Price 21s. net from booksellers, or 22s. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

LONDON WHARVES AND DOCKS (2nd Edition). A guide to the wharves and docks lining the river from Teddington to Gravesend. Detailed facilities afforded by the wharves together with 17 full-page maps showing their positions. A pull-out map indicating the main routes to London's dock area is included. Illustrated. 104 pages. 7s. 6d. net (laminated paper board) and 6s. net (laminated card covers) from booksellers, or 8s. 2d. and 6s. 7d. respectively by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

"FARM MECHANIZATION" DIRECTORY, 1956-57. Compiled by the staff of "Farm Mechanization". Established as the complete guide for farm machinery importers, dealers and manufacturers throughout the world, this edition covers the period 1956-57. Sections are devoted to tractors and their specifications, implements, test reports and manufacturers names and addresses. Illustrated. 552 pages. 25s. net from booksellers, or 26s. 9d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

GENUINE BARGAIN

New Bells and Xuts, standard sizes 1" to 1 1/2" dia, various lengths. Mainly High Tensile quality. Hexagon Banded. Really a good range of useful sizes. We assure you of satisfaction. j.c.w. lots 65-1; 1 cwt. lots with some washers, etc 107/8.

England & Wales carriage paid, Scotland 7/6 & 12/6 extra.

WM. HURLOCK JR. LTD.

(Estab. 1904)

5-7 Kingston Hill, Kingston-on-Thames, Surrey

SENSATIONAL PURCHASE OF M.O.S.'s ENTIRE STOCK OF MODERN OIL BURNING SPACE HEATERS (U.S. FORCES PATTERN)

STILL TAX FREE

- ★ ECONOMIC — SAFE — ODOURLESS — SMOKELESS — TERRIFIC HEAT, NOISELESS
- ★ COMPACT BUILT TO LAST.
- ★ 35,000 B.T.U.s per hour (approx. 12 KW).
- ★ HEATS UP TO 12,000 cu. ft.
- ★ BURNS FROM 1/4 pint min. to 3 pints max. PER HOUR (av. running cost = 3d. per hour).
- ★ NO SPECIAL INSTALLATION REQUIRED.
- ★ SIMPLE TO OPERATE, WORKING INSTRUCTIONS SUPPLIED.
- ★ PRICE INCLUDES 6 LENGTHS OF 4in. STOVE PIPE, COWL, 13ft. length of flexible fuelhose and lighters not normally supplied with this type of heater and worth 42/6 alone.

N.B. Runs on any commercial grade Paraffin @ from 1/4 p per gal.

- ★ Will heat that Household Garage in a few minutes, and will then run as cheaply as a small heater. Takes up a fraction of the room of a less powerful solid fuel stove. Ex-Govt. Jerricans available @ 15/- + 3/- carr.

Hundreds already sold to Garages, Workshops, Offices, Halls; Nurserymen and Farmers, Builders, Hostels, Canteens. Especially suitable for Buildings where there is a constant loss of heat.

Send for illustrated leaflet, or see Demonstration Model at Edgware. Open until 5 o'clock on Saturdays. Obtainable only from

D. MULLARD & CO. LTD.

Dept. C.M.3, British Railways Goods Depot, Station Road, Edgware, Middx. EDG. 5574

DEPOSIT
30/-
& 12 weekly
payments
of 16/9

FANTASTIC
OFFER £9 19 6

Plus 10/6
carriage & packing
WORTH £30



Flame
Spreader
This
Heater
Employs
The
Latest Type Oil
Vaporising Pot
Burner.

HEAT
CONTROL
REGULATOR

STORAGE
TANK
Jerrican
radiator with
control valve.

BOILING
RING



THE MEASHAM ORGANISATION

Announce a Special Sale of
COMMERCIAL VEHICLES

to be held at

**SALES HEADQUARTERS
MEASHAM, BURTON-ON-TRENT,
STAFFS**

on

TUESDAY, NOVEMBER 25

Commencing at 12.30 p.m. prompt.

This special sale is in addition to
the regular Tuesday & Thursday
sales at MEASHAM.

Upwards of 250 Engineer-tested Vehicles
are being offered by order of

**BRITISH ROAD SERVICES
BRITISH ROAD SERVICES
(Pickfords) LTD.**

**PUBLIC BODIES AND LARGE FLEET
OPERATORS**

included are

**BEDFORD, ATKINSON, FODEN, A.E.C.
AND JENSEN VEHICLES.**

Special equipment includes:

**JOHN ALLEN MODEL 12/18 DIESEL TRENCH
EXCAVATOR COMPLETE WITH SPARES**

and

**TYPE 10 R.B. EXCAVATOR AND T.D. 18
BULLDOZER**

also

**12 FUEL TANKS IN 1/2 INCH PLATE. 1,600
GALLON CAPACITY. LENGTH 14 FEET.
WIDTH 7 FEET. MINIMUM DEPTH 3 FEET.**

**MEASHAM MOTOR SALES
ORGANISATION LTD.**

MEASHAM, BURTON-ON-TRENT

Telephone: Measham 322

Branches at London, Manchester and Stafford

MODERN CLEANSING APPLIANCES

By Ashley Taylor, M.Inst.T.A., A.M.I.R.T.E.,
of "The Commercial Motor"

Demy 8vo (Linson boards)
Illustrated

12s. 6d. net
by post 13s. 4d.



TEMPLE PRESS LIMITED
Bowling Green Lane, London, E.C.1

hats off to **MITCHELL**
when it comes to

Perkins Signholders

L. A. MITCHELL (MOTORS) LTD. 1 Balham High Rd., London, S.W.12. Tel.: BALHAM 2234

Perkins DIESEL

always fresh air with

FLETTNER **ROTARY VENTILATORS**




BRITISH FLETTNER VENTILATOR & EQUIPMENT CO. LTD., 2 BASING HILL, LONDON N.W.11. Phone: SPEEDWELL 7469

TANDEM
D-E

The WHITE METAL
for BIG END
and MAIN BEARINGS



THE **EYRE** SMELTING COMPANY LIMITED
TANDEM WORKS, MERTON ABBEY, LONDON, S.W.19
TELEPHONE: MITCHAM 2011 (4 LINES)

BUYING A CAR?

In addition to supplying up-to-the-minute details of new models, every issue of "The Motor" offers you a choice of thousands of used cars of every type and price.

The Motor
Every Wednesday 1/-

24 hr. REPAIR SERVICE

FOR
LORRY
SPRINGS

All springs repaired by us and rate of deflection to
are tested for static load manufacturers specification

WEST LONDON REPAIR Co. Ltd.
56a HIGH ST., WIMBLEDON Tel: Wimbledon 5116/7



CLASSIFIED ADVERTISEMENT ORDER FORM

THE COMMERCIAL MOTOR

Bowling Green Lane, London, E.C.1

PLEASE INSERT THE FOLLOWING ADVERTISEMENT IN THE NEXT.....ISSUE/S
UNDER THE HEADING OF.....

Rate 8d. per word (minimum 12 words 8/-) ● Box Numbers: allow
4 extra words plus 1/- registration fee ● Press Time: 10 a.m. Tuesday.

					Min. 8/-
8/8	9/4	10/-	10/8	11/4	12/-
12/8	13/4	14/-	14/8	15/4	16/-
16/8	17/4	18/-	18/8	19/4	20/-
20/8	21/4	22/-	22/8	23/4	24/-

★ Please use BLOCK letters throughout. Name and address, if to be used in the advertisement, must be included above and paid for.

NAME: _____

ADDRESS: _____

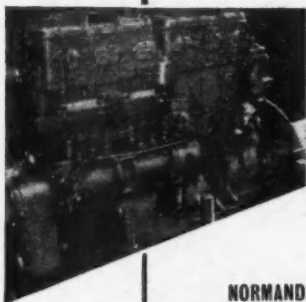
REMITTANCE ENCLOSED FOR...../.....

Remittances should be crossed and made payable to TEMPLE PRESS LIMITED.

SIGNATURE: _____

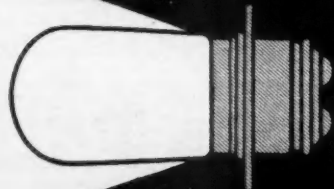
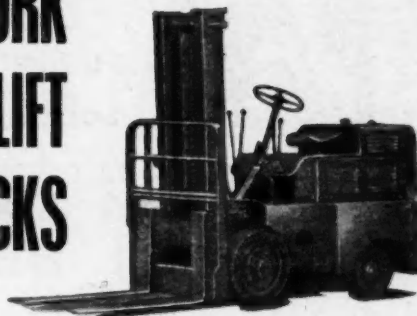
Vehicle, Plant, Marine**ENGINE EXCHANGE**by **Normand**

Normand Limited are accredited Gardner, Albion, Leyland, Scammell and Perkins repairers, specialise in the reconditioning of all types of diesel engine and provide an over-the-counter exchange engine service in Gardner, Leyland and AEC engines. All engines are thoroughly bench-tested at our Park Royal works and carry our guarantee.



★
**RECONDITIONED BLOCKS
AND COMPLETE SPARES
RANGE**

NORMAND LIMITED, PARK ROYAL, N.W.10
Telephone: Elgar 7757 (8 lines)

Qsram**Bulbs****will see you home**A **Q&C** product The General Electric Co. Ltd.**FORK
LIFT
TRUCKS**

Reconditioned Clark Fork-Lift Trucks, 9' 6" lift, 4,800 lbs. capacity, water-cooled petrol engines, self starters, solid rubber tyres, £390 each.
Ditto, 3,200 lbs. capacity, £340 each.
Reconditioned Mobilift Fork-Lifts, 1,500 lbs. capacity, 9' 6" lift, air-cooled petrol engine, £190 each.

L. W. Vass Ltd.

Amphill, Bedford

Amphill 3255

SPARSHATT'S**AUTHORISED SALES & SERVICE****DEPOTS FOR****Albion****COMMERCIAL VEHICLES**

LONDON: 108 BELLENDEN ROAD
PECKHAM, S.E.15
PHONE: NEW CROSS 2939

SUSSEX: BOGNOR BRIDGE
CHICHESTER
PHONE: CHICHESTER 4154

ALSO at PORTSMOUTH—SOUTHAMPTON and RYDE, I.O.W.



I CAN TRULY HELP YOU TO
SAVE A LOT OF MONEY
SIR

This Brake and Clutch Service YOU CAN TRUST

RIVALLED BY FEW BUT BEATEN BY NONE

**GIRLING &
Lockheed**

EXCHANGE SHOES
with approved DON linings



BRAKE LININGS
Woven or Molded
"DON-FLEX" Clutch Discs

GENUINE
BORG & BECK

CLUTCH COVER ASSEMBLIES
CLUTCH RELEASE BEARINGS
CLUTCH DISCS
with approved DON Linings

SUCH SATISFYING SERVICE!

SUCH SPEEDY DELIVERIES!!

FERRARIS PISTON SERVICE LTD.

218 GREAT PORTLAND STREET, LONDON, W.1

EUSton 8241 (7 lines)

Keith & Boyle

RELIANCE 4211

SEE THE NEW BEDFORDS

—the sensation
of the Commercial
Motor Show

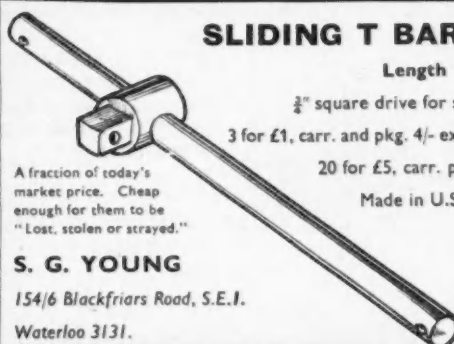
NOW IN OUR SHOWROOMS
IMMEDIATE DELIVERY

DAILY 8-7 SATS 8-5 SUN 10-1

80 CLAPHAM RD. S.W.9

CLOSE TO OVAL TUBE

COME TO THE OVAL FOR A SQUARE DEAL



SLIDING T BARS

Length 18"

$\frac{3}{4}$ " square drive for sale

3 for £1, carr. and pkg. 4/- extra

20 for £5, carr. paid

Made in U.S.A.

A fraction of today's
market price. Cheap
enough for them to be
"Lost, stolen or strayed."

S. G. YOUNG

154/6 Blackfriars Road, S.E.1.

Waterloo 3131.

Fit the NEW

PRIMROSE

3rd AXLE ATTACHMENT

TO YOUR NEW OR USED VEHICLES

PRIMROSE 3rd AXLE CO
CLITHEROE . LANCs

TEL.: CLITHEROE 787



Sales Service

distributors for

DENNIS

AGENTS FOR FORD, AUSTIN, DODGE AND PERKINS DIESELS

255-256 KINGSTON ROAD . MERTON PARK . LONDON S.W.19

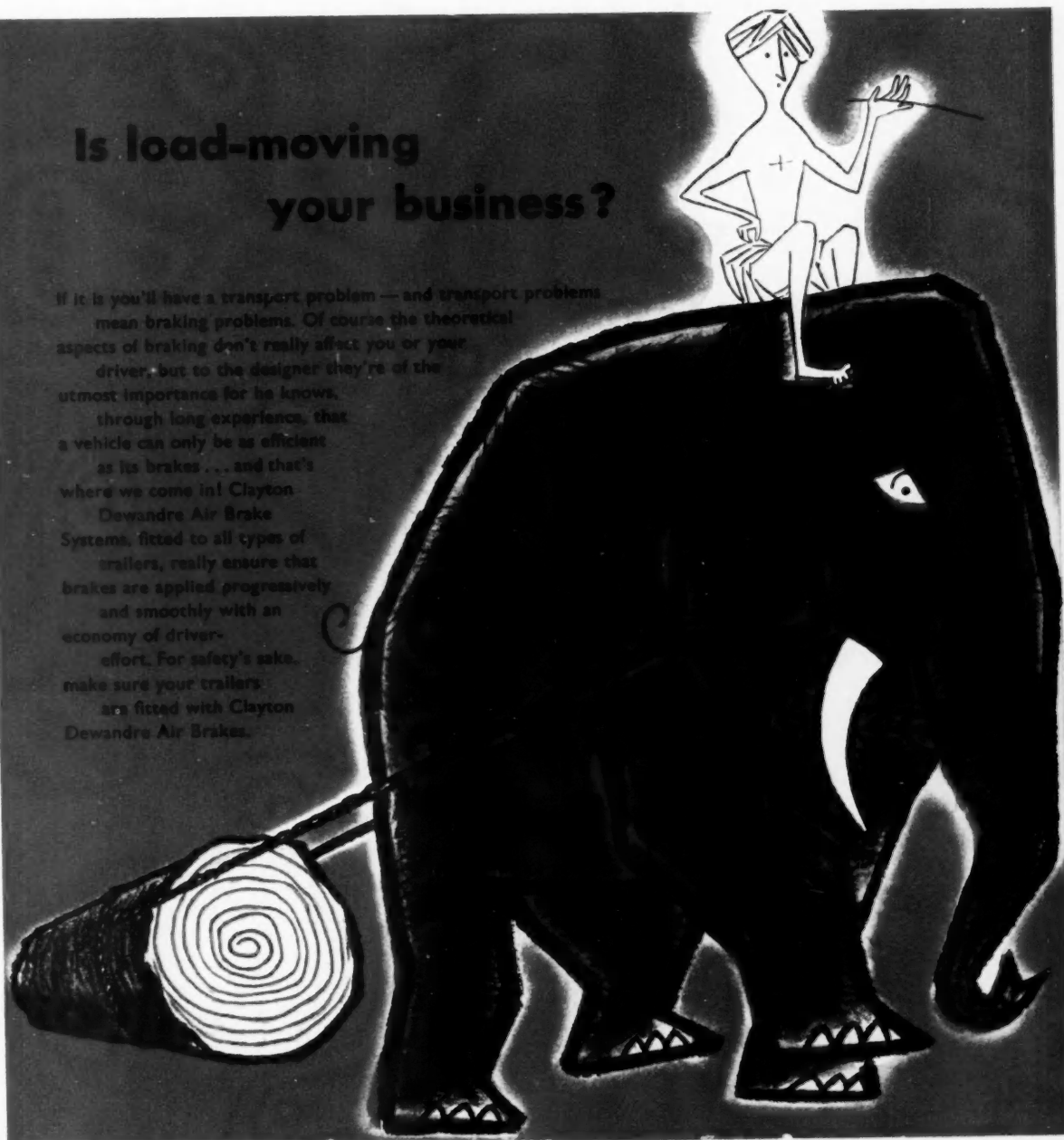
Tel. LIBERTY 7611

THE INDEX TO ADVERTISERS WILL BE FOUND ON PAGE 41

Printed in England and Published Weekly by the Proprietors, TEMPLE PRESS LTD., BOWLING GREEN LANE, LONDON, E.C.1.
Annual Subscription rate, 70/- (Canada and U.S.A. \$10.00). Registered at the G.P.O. as a Newspaper. Entered as second-class matter at the Post Office at New York, N.Y.,
under the Act of March 3, 1879 (Sec. 523 P.L. & R.). AGENTS ABROAD—EUROPE—Messageries Dawson (S.A.), Paris; Messageries Hachette et Cie, Paris; W. H. Smith
& Son, Paris and Brussels. CANADA—Win. Dawson Subscription Service, Ltd., Toronto, etc.; Gordon & Gotch, Ltd., Toronto. AFRICA—Central News Agency, Ltd.,
Cape Town; W. Dawson & Son (S.A.), Cape Town. ASIA—W. Thacker & Co., Ltd., P.O. 150 Bombay. AUSTRALIA and NEW ZEALAND—Gordon & Gotch, (A sia), Ltd.

Is load-moving your business?

If it is you'll have a transport problem — and transport problems mean braking problems. Of course the theoretical aspects of braking don't really affect you or your driver, but to the designer they're of the utmost importance for he knows, through long experience, that a vehicle can only be as efficient as its brakes... and that's where we come in! Clayton Dewandre Air Brake Systems, fitted to all types of trailers, really ensure that brakes are applied progressively and smoothly with an economy of driver-effort. For safety's sake, make sure your trailers are fitted with Clayton Dewandre Air Brakes.



AIR PRESSURE TRAILER BRAKE SYSTEMS
Fitted by all British Trailer Manufacturers

CLAYTON DEWANDRE CO. LTD.



TITANIC WORKS • LINCOLN • TEL. LINCOLN 11305-9

Built for the Toughest Job!

HIGH STARTING PERFORMANCE

REDUCED WEIGHT AND SPACE

LOW INITIAL COST

LUCAS PATENT POROUS RUBBER
SEPARATORS WITH GLASS WOOL PADS

MOULDED CONTAINERS OF
NEW DESIGN



LUCAS

Britain's Best

COMMERCIAL VEHICLE BATTERIES

FULLY CHARGED · LIVE & ACTIVE · READY FOR USE

JOSEPH LUCAS LTD · BIRMINGHAM 19